

Navy News

MAY 1980 10p

**Kenneth's
set for
long row**

Picture:
LA (Phot)
Lloyd Welds



PO Kerr
and Bass
Conquest

PAY: IT'S HOLDING COURSE

With the Government accepting in full this year's AFPRB recommendations, pay increases of, broadly, 15-17 per cent for ratings and 17-20 per cent for officers were announced to date from April 1.

Total cost of the award represents an increase of 16.8 per cent, with net cost £290 million.

In very general terms it means weekly increases of the following kind (before tax):

ORD, £10; AB, £12.50; leading rate, £15.50; PO, £19; CPO, £22.50; FCPO, £25; sub-lieutenant, £18; lieutenant, £25; lieutenant-commander, £33; commander, £43; captain, £51.

In annual terms, examples of the new rates for officers are: Captain (after six years), £18,250; captain (after four years), £16,151; commander (after four years), £13,750; lieutenant-commander (after

four years), £11,001; lieutenant (after three years), £8,501; sub-lieutenant(SD) / lieutenant(SD), £9,005-£10,720.

Examples of the new annual figures for ratings (Career scale) include: Fleet chief ART, £9,289; FCPO, £8,654; CPO(B), £7,727; ART(2nd Class), £7,548; PO(B), £6,989; leading rate(B), £6,124; AB(B), £5,022.

Rates of Submarine pay, Diving pay, Dip money, SETT Instructors' pay, Hydrographic pay, Parachute and Parachute Instructors' pay have been increased by about 16 per cent.

(Continued in page 40)

A BREATH OF FRESH AIR IN THE RAFT

Cards halve rail fares

Half-price rail travel for Service personnel, their wives, husbands and children aged 14-18 is due from July 1.

H.M. Forces Railcards, with passport-type photographs, will allow 50 per cent reductions when making private journeys on ordinary and day return fares (first or second class).

There are only a few minor restrictions on use of the cards, for which applications are being made through ships and establishments. The scheme could prove extremely popular, particularly for Service "weekenders."

Initially, the scheme will run for an experimental period to December 31, 1982.



Volunteers from H.M. ships Ashanti and Londonderry during the liferaft test in the ship tank at Haslar.

If sailors are forced to use the Navy's 25-man general service liferaft in earnest, there should be little problem keeping warm. But how to stop them inhaling each other's breath set a problem.

Survivors in cold climates face loss of body heat leading to hypothermia, but the Navy's 25-man raft is well insulated — so well that it is virtually airtight when all apertures are closed. Result is that carbon dioxide from survivors' breathing

quickly builds up to toxic levels.

Investigating ways of ventilating the raft, the Survival Medicine Section of the Institute of Naval Medicine, Alverstoke, worked on keeping the carbon dioxide levels down without allowing too much heat to escape.

THREE HOURS

For three hours volunteers from H.M. ships Ashanti and Londonderry sat in a

raft as it bobbed about in the ship tank of the Admiralty Marine Technology Establishment at Haslar, as boffins sampled the air.

The Institute of Naval Medicine — highly grateful to the volunteers for enduring an uncomfortable stint — report that the trial was successful. Firm advice can now be given on how to ventilate the raft without lowering the internal temperature to dangerous levels.

Submariner Kenneth Kerr, who nearly lost his life a year ago attempting to row the Atlantic in the smallest boat ever used for such a crossing, is to try again this month.

He is due to leave St John's, Newfoundland, on May 22 in his 13ft. Bass Conqueror — the boat that returned alone from his first attempt.

POTS(SM) Kerr, based in H.M.S. Dolphin, has been granted four months' unpaid leave by the Royal Navy. He reckons his 2,100-mile voyage will take about three months.

PO Kerr left the Navy last February after nine years' service, and rejoined in January.

The Submarine Service has helped him with provisions, fitting out facilities for his boat, and time off to prepare for the venture.

His first attempt — which earned him a nomination for the International Award for Valour in Sport — ended 900 miles out in the Atlantic when his boat was twice knocked over by enormous waves.

● Tiny liferaft

He spent two days in a tiny liferaft before he was picked up by a ship "homed" in after a high-flying French Concorde reported his emergency distress signal.

Bass Conqueror, whose name links PO Kerr's last submarine, H.M.S. Conqueror, and Tennent Caledonian Breweries, Scotland, which helped with sponsorship, also survived the ordeal.

Five months later it was washed on to an Irish beach, brought back to England, and patched up by its makers, Orkney Boats Ltd. of Yapton, West Sussex. The "new" Bass Conqueror boasts a self-righting device and a limited amount of glass-fibre "canopy" fore and aft.

"I am not going for the fastest time. I am attempting to create a world record by making the trip in the smallest craft," PO Kerr told Navy News.

He sees his biggest problems as "whales, gales and ships that pass in the night." He had serious problems with all three last year.

By starting three weeks later, he hopes to avoid the Arctic temperatures, pack ice, dense fog and continuous gales that beset his last attempt.

Navy News
expresses regret for
delay in publication of
the May issue. This
results from industrial
action at the printers.

TV STAR ORPHEUS

H.M.S. Orpheus's fourth commission has ended with a starring role in a television documentary.

When the submarine (pictured here) called at London for an official visit, she was joined by a Swiss television team for the last leg of her voyage home to H.M.S. Dolphin,

where she arrived on April 3 to be welcomed by the combined bands of H.M.S. Sultan and H.M.S. Dolphin.

The Swiss filmed life on board the submarine and shot footage at the Submarine Escape Training Tank and the Navy's Submarine School in Dolphin.

Cardiff meets Taffy

H.M.S. Cardiff's links with the Royal Regiment of Wales were reinforced when 70 members of the ship's company visited the regiment's 1st Battalion at its Aldershot barracks.

Greeted by the unit's second in command, Major William Watson, and Taffy, the regimental goat, the visitors were entertained by the regimental band's performance of "Hearts of Oak" and sea shanties.

Following an equipment demonstration and lunch, the soldiers bettered the sailors on the sports field, winning 24-12 at rugby, 7-0 at hockey, but losing 1-2 at soccer.

Crests were exchanged before the visitors returned to Portsmouth.

Poster prizes

Designs for a "Health and Safety at Work" poster competition won first and second prizes respectively for CPO(OPS)(S) Alan Noble and FCMEA(H) David Rogers.

The prizes for the competition, open to all personnel of H.M.S. Vernon, were presented by the Captain of the establishment, Capt. Keith Sutherland. The winning designs will be professionally produced and displayed in Vernon.

OBITUARY

N. P. Davis, PMA, R.N. Hospital Plymouth, March 25.

M. J. Eaton, Cpl, R.M. 45 Cdo. Group, March 31.

G. J. Hart, AB(EW) R.N. Display Team, H.M.S. Excellent, April 1.

H. A. W. Baird, Lieut., H.M.S. Maxton, April 3.

E. P. Fleming, MEA(M) 1, Rosyth FMG, April 6.

K. A. Low, Commodore, Duty with COMBERLANT, April 8.

S. P. Taylor, LA (AH) H.M.S. Hermes, April 14.

Admiral Sir Harold Kinahan, aged 86, Commanded H.M. ships Orion and Anson. Former President of R.N. College Greenwich.

Admiral Sir Henry McCall, aged 85, Commanded H.M. ships Dido, Howe and Queen Elizabeth.

Antelope and Norman leap into action

H.M.S. Antelope becomes operational again this summer after a ten-month refit at Devonport. Next month she undertakes basic operational sea training at Portland after six weeks of sea trials with improved weapons — and a Lynx helicopter nicknamed Norman.

Her rededication was held in H.M.S. Drake on March 20, three weeks after her refit was completed. Guest of honour was Lady Kirk who, as wife of the then Navy Minister, launched the frigate in 1972.

Also present was the Flag Officer Plymouth, Vice-Admiral Sir Peter Berger, and Brigadier Reilly of the Antelope's affiliated regiment, the Royal Regiment of Fusiliers.

Six days earlier the Antelope had received the freedom of Hereford, 120 members of the ship's company marching through

the city, led by the Royal Marines Band of Flag Officer Plymouth.

A large crowd watched the service at which the freedom scroll was presented to the commanding officer, Cdr. Christopher Williams, by the Mayor, Coun. Peter Wheeler.

The city was presented with a replica of the ship's honours board and a glass decanter, with a picture of the ship and its crest etched on it, by Mr. John Beard of Alton.

Below: Walking the Antelope way . . . members of the ship's company march through Hereford.



Kent prepares for new role

Seventeen years of active service ended for H.M.S. Kent last month when she arrived in Portsmouth Naval Base flying her paying-off pennant.

The County-class destroyer became non-operational on April 19 and started preparing for her new role as Fleet Training Ship alongside H.M.S. Rame Head at Whale Island. She will relieve H.M.S. Fife, which is to undergo a refit.

The Kent, built by Harland and Wolff in Belfast and launched by Princess Marina, Duchess of Kent, in 1961, was commissioned in August, 1963. Her last voyage took her to Gibraltar for NATO exercises and to Lisbon.

Earlier, when the Kent made a farewell visit to the county of her name, it was a time of nostalgia in another sense for eight members of the Kelly Association on board.

They were embarked as a result of a suggestion by their old commanding officer, Admiral of the Fleet Earl Mountbatten of Burma, who they had last met at

Variety Club luncheon a few months before his death.

When he heard their criticisms of the modern Navy he retorted: "Your best bet is to go to sea and see for yourselves."

RECEPTION

At the invitation of the Kent's commanding officer, Capt. John Gunning, they sailed in her from the Humber to the Medway while other members of the association visited the ship at Chatham.

Capt. Gunning visited the mayors of Gillingham and Medway, and on the following day the captain and 20 of his officers were guests of Kent County Council at an evening reception in the County Hall. A lunchtime function was held in Chatham Town Hall the day after that.

The ship's farewell was completed with a visit by members of the Association of Men of Kent and Kentish Men.

SWOP DRAFTS

These ratings are anxious to exchange drafts and anyone interested should contact the applicant direct.

ALAM(AE) G.D. Saunders, drafted R.N. air station Culdrose (Sea Kings). Will swap for any billet R.N. air station, Yeovilton. Replies: 103, Taranto Hill, Ilchester, Yeovil, Somerset.

AB(R) Martin, H.M.S. Forest Moor, Darley, N. Yorks, drafted H.M.S. Bulwark. Will swap for any Portsmouth ship. Telephone Forest Moor 67281.

WEM(O) K. C. Gooch, Recess, H.M.S. Nelson, until May 25, then 222, St Nicholas Avenue, Rowner, Gosport, drafted H.M.S. Bulwark. Will swap for any ship not deploying or shore base.

ALMEM(L) D. S. Briscoe, 83 Grange Road, Rowner, Gosport, drafted H.M.S. Bulwark, Aug. Will swap for any Plymouth ship.

RO1(G) G. Foley RN Commcen, Whitehall, drafted H.M.S. Lindisfarne, Sept. Will swap for any Portsmouth or Chatham frigate, preferably in refit.

RO1(G) De La Pole, FOST MSO, drafted H.M.S. Glamorgan, Portsmouth, Sept. Will swap for any Chatham ship.

ALMEM(M) A. Green, 48 Cottage Grove, Southsea, Hants, drafted H.M.S. Plymouth, July, refitting Chatham until Jan 1981, then Rosyth. Will swap with any MEM(M) 1 or ALMEM for any Portsmouth ship or shore base.

POAF(AE) I. Leary, drafted H.M.S. Seahawk mid-June. Will swap for any Yeovilton/Portland draft not due front-line service. Replies: 1, Compton Close, Yeovil, Somerset. Telephone: Yeovil 71719.

STD B. Timms, H.M.S. Kirkliston, Chatham, refitting until end of August. Will swap for any Portsmouth or Plymouth ship.

RO1(T) Lindsay, CMCM/CFP Rosyth, H.M.S. Cochrane, 304 Mess, drafted H.M.S. Jersey, July. Will swap for any Portsmouth

ship or shore base, preferably G.M.D. or H.M.S. Invincible.

ALSTD M. Fisk, c/o Wardroom H.M.S. Royal Arthur, Corsham, Wiltshire, drafted H.M.S. Norfolk, Sept. Will swap for any ship in refit or deploying.

STD J. Capper, 4P2 Mess, H.M.S. Bulwark, deploying Med. Will swap for H.M.S. Glamorgan or any Type 42.

MEM1(M) Brock, H.M.S. Cleopatra, Devonport, due foreign trips. Will swap for any Rosyth ship or minesweeper, or shore base Scotland.

LSTD R. Saunders, 3E2 Mess, H.M.S. Ajax, deploying. Will swap for any shore base or ship in refit.

SEA(M) Leith, H.M.S. London. Will swap for any Plymouth frigate, deploying. Replies: B11 Mess, H.M.S. Excellent.

STD H. Holmes, 2D Mess, H.M.S. Antelope, Plymouth, deploying after July. Will swap for any ship or shore base, preferably minesweeper.

MEM1(M) (AMC) K. B. Freeman, 3P Mess, H.M.S. Avenger, Plymouth. Will swap for any Portsmouth ship or shore base.

AB(R) Goodwin, FMB Devonport, drafted H.M.S. Peterel (Dartmouth Training Squadron) May. Will swap H.M.S. Galatea or H.M.S. Naiad or any Plymouth ship deploying, Portsmouth considered. Replies to 28, Wilkinson Road, St Budeaux, Plymouth, Devon PL1 5DG.

AB(M) Noblett, 3D2 Mess, H.M.S. Amazon, drafted H.M.S. Dolphin, June. Will swap for any Plymouth Type 21-22 or shore base.

WRENRO1 F. C. Brain, Conan Doyle Block, H.M.S. Warrior, CINCFLEET Commcen, Northwood. Will swap for any Plymouth base.

AB(S) T. Lee, drafted H.M.S. Avenger July, home waters. Will swap for any Plymouth shore base or long refit ship. Replies: 22, Linton Road, Tamerton Foliot, Plymouth, Devon, PL5 4PG.

AB(R) K. Simpson, H.M.S. Forest Moor, Darley, N. Yorks, drafted H.M.S. Flintham, July, day-running Plymouth. Will swap for any Chatham or Portsmouth ship deploying Far East or on long deployment.

LRO(G) B. Thomson, MSO R.N. air station Portland, drafted H.M.S. Minerva July. Will swap for any Portsmouth ship.

LSTD R. Daniels, c/o Officers Mess, National Defence College, Latimer, near Chesham, Bucks. Will swap for any shore base Portsmouth area.

STD D. K. Hampson, 26 Dampier Close, Old Rowner, Gosport, Hants, drafted RN air station, Culdrose, Sept. Will swap for any ship or shore base Portsmouth area.

LCA J. Gosling, drafted H.M.S. Plymouth, July, refitting Chatham. Will swap for any Portsmouth ship deploying or otherwise. Replies to 15, Swift Road, Woolston, Southampton.

MEM1(M) Citrine, H.M.S. Kirkliston, telephone 44422-3372, refitting Chatham until August. Will swap for any Plymouth ship or shore base.

SA G. H. Blakely, 3F Mess H.M.S. Falmouth, drafted H.M.S. Leander, Sept., refitting Plymouth, 12 months. Will swap for any seagoing ship, preferably Portsmouth or Rosyth, anything considered.

SA M. Brown, Naval Stores, H.M.S. Nelson, drafted H.M.S. Hecate, July. Will swap for any Portsmouth ship not deploying or going into refit.

CK P. D. Vellender, Main Galley, H.M.S. Heron, drafted as LCK to H.M.S. Exeter,

June. Will swap for any Plymouth ship.

CK M. Saxton, 2OP Mess, H.M.S. Glasgow, due to deploy U.S.A. W. Indies June. Will swap for any ship in refit Plymouth or long stay.

POCK V. H. Wright, H.M.S. Antrim, drafted over six months, H.M.S. Heron. Will swap for any Portsmouth shore base.

AB(R) S. G. Lee, H.M.S. Danae, refitting Devonport. Will swap for any Portsmouth ship. Replies c/o H.M.S. Drake.

RS D. L. Ellis, MNDTC Glasgow, drafted H.M.S. Mercury Ops Pool, Nov. Will swap for any ship anywhere. Replies: 130, Whitfield Road, Glasgow G51 2SA. Telephone 041 427 2085.

LSA P. Harris, 3C1 Mess, H.M.S. Intrepid. Will swap for any ship due refit Portsmouth.

APOWEM(R) J. C. Elliott, FMC Portsmouth, drafted FOSNI, H.M.S. Cochrane, July. Will swap for any Portsmouth area shore establishment or Portsmouth-based ship.

LRO(G) M. Congdon, H.M.S. Warrior (CTF345) will swap for any Plymouth/Portland shore base, telephone H.M.S. Warrior ext. 250.

SA Wiggins, H.M.S. President, drafted H.M.S. Plymouth (Sept.), refit Chatham until January 1981. Will consider anything. Replies to 40B High St, Ealing, London W5.

AB(M) K. Craig, 3E Mess, H.M.S. Ardent, drafted C-in-C. Naval Home Command, Portsmouth, July. Will swap for any ship deploying Far East or any Plymouth-based Type 21 or Leander.

ALMEM(L) Mooney, 3P Mess, H.M.S. Newcastle, drafted Devonport FMB, June until November. Will swap for any Portsmouth shore base.

AB Noble, 3M Port Mess, H.M.S. Sirius, drafted F.O. Plymouth, July. Will swap for anyone joining or serving in a Devonport-based Leander (CAAIS) preferably seagoing.

LWEM(R) Craggs, FMG Portsmouth, drafted to H.M.S. Naiad late July, Plymouth based. Will swap for any Portsmouth-based ship.

ALMEM(M) R. S. Cunningham, H.M.S. Newcastle (3P Mess) until Dec. 1981, will swap for Rosyth-based ship.

AB(MW) G. Carter, H.M.S. Wilton, drafted R.N.R. Solent, Southampton, June. Will swap for Rosyth shore base, preferably H.M.S. Cochrane.

ALMEM(M) D. C. Rhodes, Hawkins Block, H.M.S. Dolphin, drafted H.M.S. Hermes, June, due 12-month refit in Portsmouth. Will swap for any Type 21 or deploying Leander, Devonport-based.

RO1(T) Marquis, 3D Mess, H.M.S. London, due deployment next year. Will swap for any Devonport-based ship.

LRO(G) S. Sharpe, Yeovilton Commcen. Will swap for anywhere in Portsmouth area, including ship in long refit. Phone Yeovilton ext. 6116 or Cosham 375837.

AB(M) P. Dickson, 3E2 Mess, H.M.S. Minerva. Will swap for any Plymouth Leander deploying U.S.A. or any Plymouth-based ship.

POWEM(O) D. R. Steel, O.A.S. Workshop, H.M.S. Dolphin (over six months). Will swap for any S/M billet, Devonport.

RO1(G) R. P. Reed, drafted H.M.S. Bacchante, September. Due for AMP Plymouth then AMP Gibraltar. Will swap for any Plymouth-based frigate deploying U.S.A. W. Indies. Phone Portland ext. 2345 or Weymouth 785334.

Discovery returns

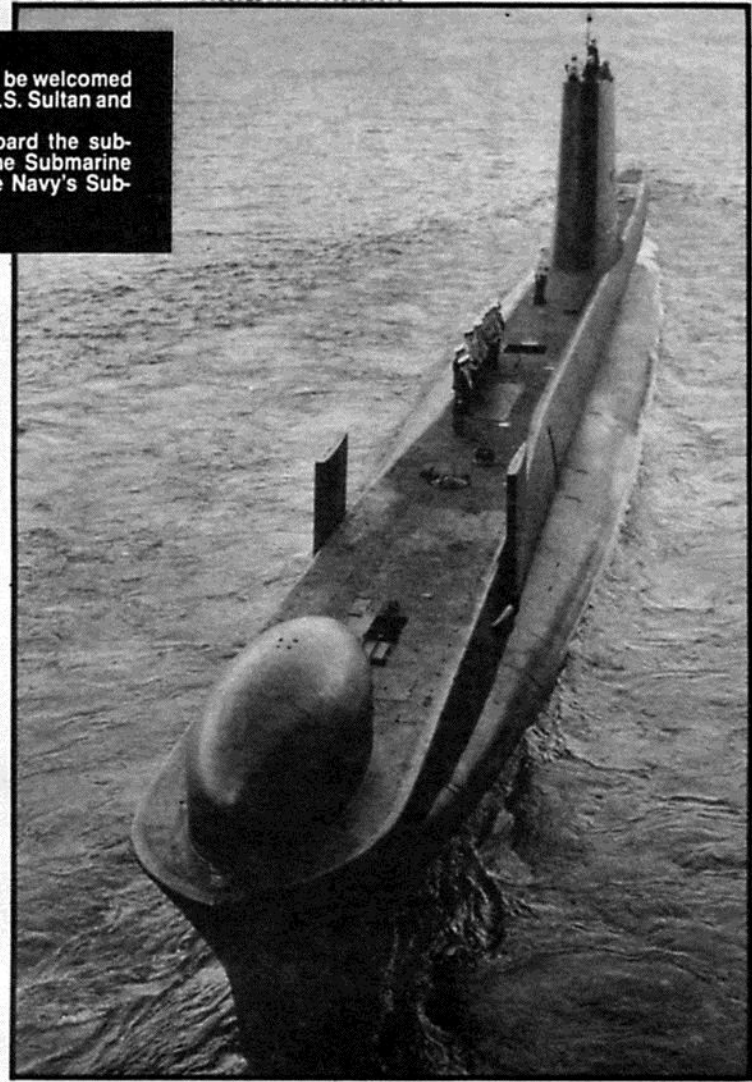
Capt. Scott's ship H.M.S. Discovery is back in London after a £400,000 refit at Sheerness.

Her voyage to her new home at St Katharine's Dock, Tower Bridge, was marked by a salute from officers of the Royal Naval College, Greenwich, where the ship embarked eight-year-old Owen Devonould Lewis, great-great nephew of the Antarctic explorer.

The Maritime Trust's restoration work will continue for two years, after which the Discovery is expected to go to Southwark as a permanent museum.

Oracle's gift

H.M.S. Oracle, in refit at Greenock, presented a trophy and plaque to Inverclyde Swimming Club for the club's championships. While in refit, the submarine's crew has made considerable use of the sporting facilities at Greenock. Lieut. E. Kick and CMEA F. Baisdon made the presentation.



FILMS FOR THE FLEET

PRETTY HOT STUFF!

When golden girl Farrah Fawcett deserted "Charlie's Angels" she made a golden rule for herself: "I don't want to play a character whose sole function is to stand there and look pretty," she said.

She's doing just that in this still from her latest film "Sunburn," to be released soon by the Royal Naval Film Corporation.

Of course, she moves around a lot more in the film. During the course of the twisting thriller she is attacked in her bedroom by a hooded intruder, is almost drowned while skin-diving, and drives her car into a bullring — complete with red-eyed torro.

Torrid lady

Since her first, small part in "Myra Beckenridge," Farrah has climbed to stardom in the teeth of critical appraisal that makes her troubles in "Sunburn" look like a quiet weekend in Bognor Regis.

Actually the film is set in Acapulco and co-stars Joan Collins, the torrid lady who also knows all about being the target of critical vitriol. Charles Grodin (who turned down the Dustin Hoffman role in "The Graduate" and the Richard Dreyfuss part in "Jaws") probably hopes he's made the right choice this time by playing opposite the deadly duo.

Love Bug

Appropriately "Sunburn" should be on the Royal Navy's screens this summer. Meanwhile, film releases by the R.N.F.C. this month are:

Herbie Goes to Monte Carlo (U) — Dean Jones, Don Knotts, Julie Sommars. Harmless romp in which the Love Bug steers into diamond-theft adventure. Walt Disney. No. 714.

The Seduction of Joe Tynan (AA) — Alan

Alda, Barbara Harris, Meryl Streep. Alan Alda's witty script and intelligent acting won him an Oscar nomination for this film, an award it didn't achieve. However, supporting star Meryl Streep did — not for this performance but for her role in "Kramer vs. Kramer." In "The Seduction..." Alda plays a Washington wonder boy paying the price of a ruptured home life for political success. CIC. No. 715.

Elvis — The Movie (U) — Kurt Russell, Shelley Winters. Celluloid memorial to the King — without the King. Ron Harris. No. 716.

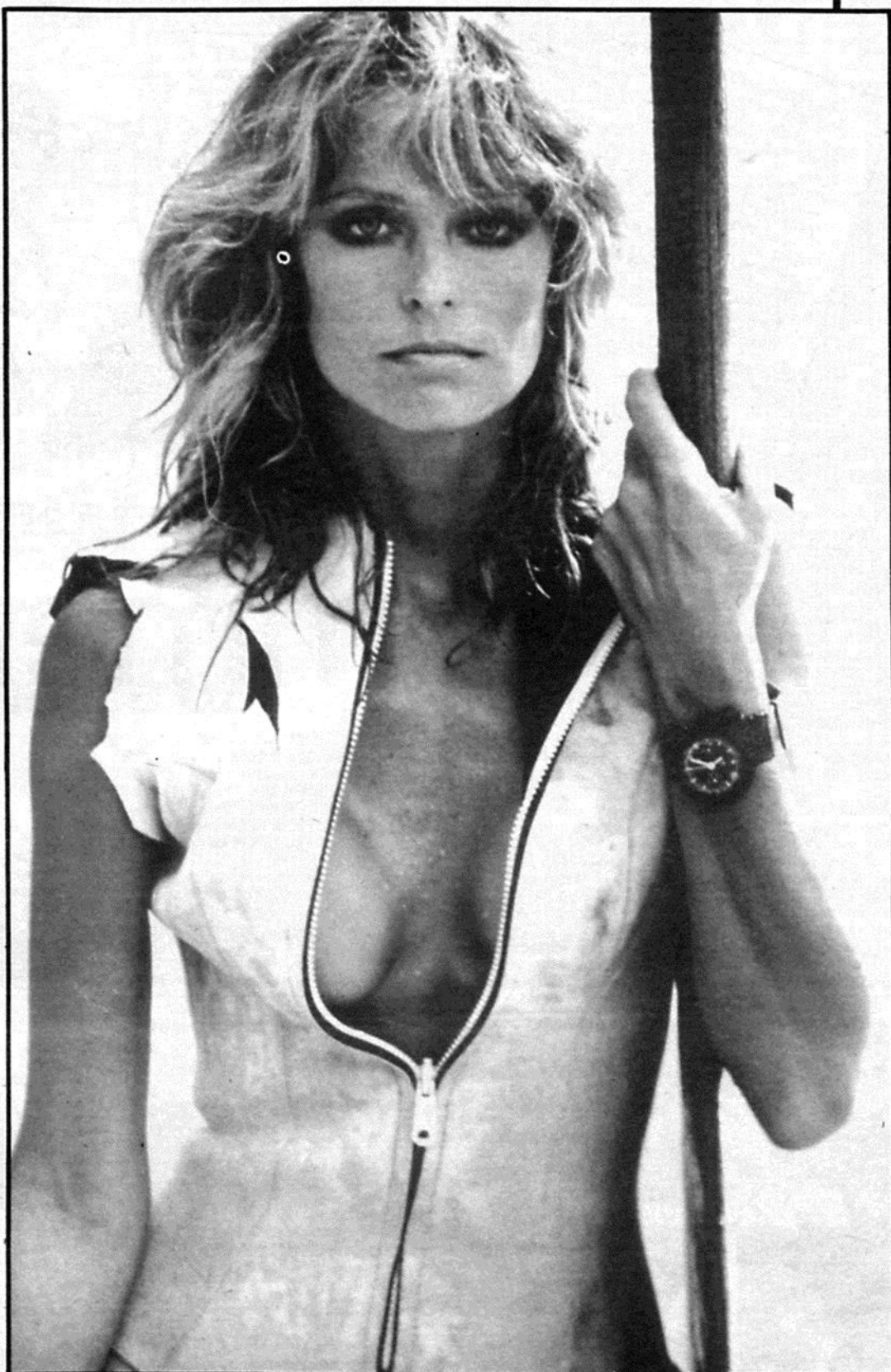
The Shaggy D.A. (U) — Dean Jones, Tim Conway, Suzanne Pleshett. It's obviously Disney time this month, Dean Jones turning up again in a strained plot about a ring which has the power to turn a human into a shaggy dog. Walt Disney. No. 717.

Fiery trio

Meteor (A) — Sean Connery, Natalie Wood, Karl Malden. Atmospheric disaster movie about a five-mile wide meteor on collision course with earth. Columbia-EMI-Warner. No. 718.

City on Fire (AA) — Barry Newman, Susan Clarke, Shelley Winters. Not the sequel to "Meteor" but the tale of a man who nearly destroys an American city by fire. Rank. No. 719.

Hanover Street (A) — Harrison Ford, Lesley-Anne Down, Christopher Plummer. More burning buildings — and passions. This time it's war-torn London in which lovely Lesley-Anne plays out her romance against the flickering flames. Columbia-EMI-Warner. No. 720.



Festival victory for naval dramatist

It was victory all the way at this year's Royal Naval Theatre Festival for a new play by Lieut.-Cdr. Charles Evans, "A Pennyweight of Glory."

Set in H.M.S. Victory as it brings Nelson's body back from Trafalgar, the drama won the overall Command Cup — covering Plymouth, Scotland and Naval Air Command. Presenters were a combined team from H.M.S. Fligard and H.M.S. Raleigh.

Hotly contested

Running a close second with Tom Stoppard's "Rosencrantz and Guildenstern are Dead" was the R.N. Engineering College, Manadon, which won the stage presentation prize. The Elvira Trophy for endeavour went to the R.N. air station Culdrose with Alan Ayckbourn's "Absurd Person Singular."

In the hotly-contested Portsmouth and Medway region there was a tie for first place between H.M.S. Dolphin and H.M.S. Nelson. Dolphin's "When We Were Married" by J. B. Priestley (directed by Jan Bryan) ran neck-and-neck with Robert Bolt's "Royal Hunt of the Sun," Nelson's entry directed by Lieut. David Dalton-Leggatt.

One of the cast of "The Royal Hunt...", LWren(Ed) Sarah Lance, won the Clayden Cup as the best female newcomer for her role as the boy Young Martin.

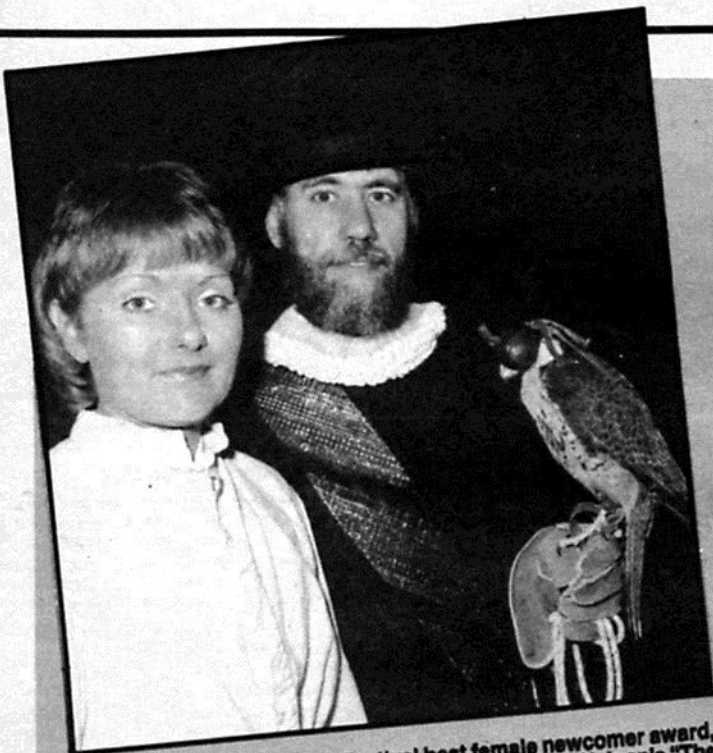
The smallest establishment, the Royal Marines Eastney, carried off two prizes with another Ayckbourn comedy "Table Manners," directed in the round by Capt. Derek Oakley, R.M. The production won the Adjudicator's Prize and Sgt. Paul Withey took the Peter Sanford Trophy for acting for his superbly funny Norman.

Another Royal Marine, Lieut.-Col. Mike Phillips of H.M.S. Centurion, won the best male newcomer award for his portrayal of the downtrodden Mr Bloomer in "Big Bad Mouse."

Ambitious

An ambitious musical version of "Comedy of Errors," originally performed by the Royal Shakespeare Company, won the region's stage presentation prize for H.M.S. Collingwood, where Lieut. Tony Brown directed and Lieut. Paul Stanley produced.

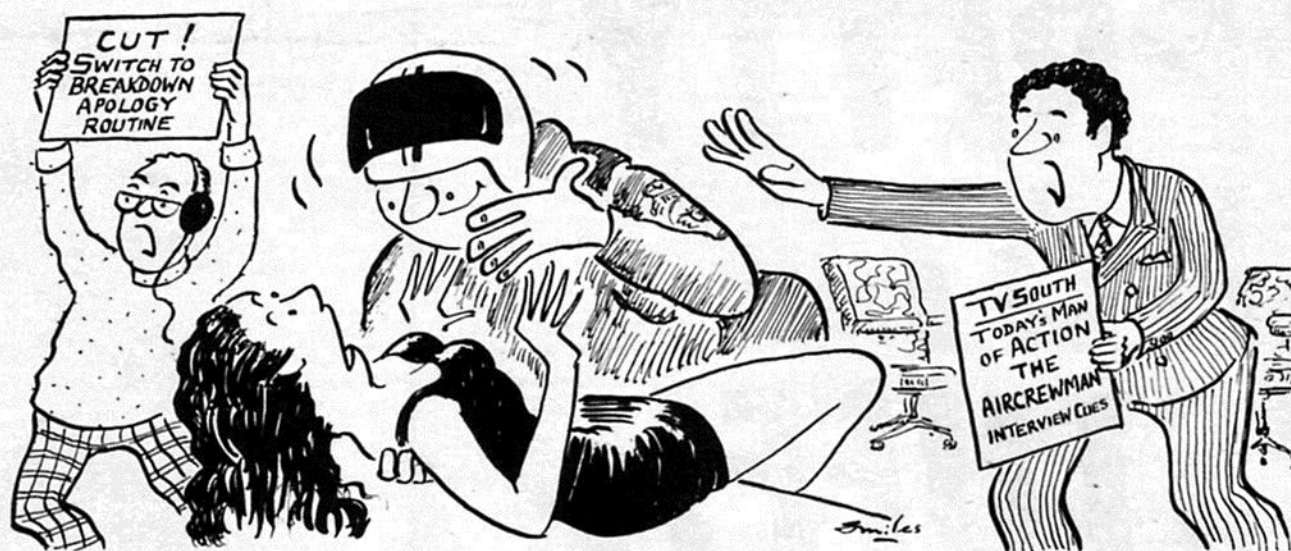
The Fleet Air Arm Barbara Trophy was won by H.M.S. Osprey with Maurice McLoughlin's "Brush with a Body," while the reinstated Scottish Area Cup went to H.M.S. Cochrane for the splendidly bawdy "Tom Jones" dramatised by Joan Macalpine.



Winner of the R.N. Theatre Festival best female newcomer award, LWren(Ed) Sarah Lance, as Young Martin in H.M.S. Nelson's "The Royal Hunt of the Sun." The play was joint winner in the Portsmouth and Medway region. With Sarah is Lieut.-Cdr. David Humphrey as Old Martin, complete with falcon borrowed from R.N. air station Yeovilton.

DRAFTY'S CORNER

Devotees of Drafty's Corner will recall that the submariners have recently put up their "Under New Management" boards. It is now the turn of the Fleet Air Arm to announce that their Drafting Commander, Cdr. C. D. Walkinshaw, has himself been drafted and has been relieved by Cdr. J. Smerdon. Consequently this first article under new authorship will dwell more on the general than the specific and so here we go, with a pot-pourri of first impressions gained after only six weeks in the chair. Time enough, though, to slip in the odd drafting commercial like the best of them.



"No, no, no! — WINCHING techniques, duckie — not WENCHING!"

The Fleet Air Arm Drafting Section is sited on the second floor of H.M.S. Centurion — the cynics would say "easily found by homing in on the sound of square pegs being banged into round holes."

Quite untrue, of course, and the staff of 16 are dedicated to getting the right man into the right job, in his preference area.

However, here is the rub (green rub for some): for shore preferences about 30 per cent. of you want to go to Culdrose, 30 per cent. to Yeovilton, 20 per cent. to Portland and only two per cent. to Daedalus.

This would be fine if the manpower requirements of these air stations matched. They do not. Daedalus, Portland and Culdrose are level pegging and Yeovilton is way out ahead.

Please understand, there is no easy solution and some of you are bound to be disappointed. We do our best but are you helping us to help you as much as you could?

Here comes the commercial

— when did you last put in a Drafting Preference Card, and have your domestic circumstances changed since you did? In some cases, the information we have available is as old as 1973 and some even older than that.

Evans, did you ever buy that house in Cornwall you were thinking about in October, 1971, or are you now nicely settled into a cottage in Somerset?

Only you can tell us; and to shatter another illusion which was recently held by an ELMN(A)3 on being rated ELMN(A)2, "Failure to put in a DPC does not mean that you will be overlooked and not drafted."

He was obviously very fond of Yeovilton and had hoped we would forget about him until his expiry date on September 8, 1994.

Dear me, no; Drafty may

seem to work in a mysterious way, but we are not quite so glibly.

Seriously though, it doesn't take a moment to fill in a DPC and these are what happy drafts are made of.

The current Fleet Air Arm manpower situation is this. For several years the F.A.A. has been slightly overborne with both men and women in several branches.

Yes, certainly there have been some shortages here and there, but in general the manpower scene has been healthy and this has made the work of the Section easier, but those halcyon days are over and the Fleet Air Arm is now 4.75 per cent. underborne.

For the statistically-minded, this means that a bearing of 6,640 is endeavouring to support a total trained requirement of 6,970. The pain

is particularly severe in all technical branches and the Aircrewman branch.

Most of you will be aware of the recruiting drive now underway to encourage more people to volunteer for the latter.

Television

It is a specialization which apart from offering extra pay also provides a thoroughly exciting and worthwhile job with a high degree of job satisfaction — and to say nothing of the chance to appear regularly on Southern Television!

So now is the time for you embryo airmen to come forward and be counted — we need you.

It would have been nice to have ended on a bright note, but regrettably the crystal ball gives us little comfort. Looking

ahead, there lie in store for us two significant problems.

First, the arrival into service of the Invincible class, the Sea Harrier, the Lynx, and the increase in the numbers of Sea King aircraft, welcome as these events are, will increase the F.L.S. billets to a point where shore billets may have to be gapped even more.

Secondly, Engineering Branch Development (EBD) is starting to affect drafting. Your attention is drawn to the article on Page 19 of Flight Deck 1979 No. 4.

The first WL conversion course started in April and the first WL ratings will be drafted to a Front Line Squadron in mid-1981.

There are difficult times ahead, but the message from the coalface is that we will do our best with the manpower available.

Commercial time!

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KEY DEVELOPMENT



The Commander-in-Chief Naval Home Command, Admiral Sir Richard Clayton (left), keeps tabs on the latest advance in computer-based trainer technology during his visit to the Royal Naval School of Educational and Training Technology in H.M.S. Nelson.

RNSETT is evaluating the use of computer technology in support of R.N. training and currently has terminals for two systems. The latest, Mentor / Ranger, is operated by a mainframe computer in Halifax, West Yorkshire, but for many applications the terminal can be disconnected from the mainframe and used in a "stand-alone" mode storing its information on "floppy discs" about the size of a 45 r.p.m. record.

H.M.S. FISGARD

This system is being evaluated by RNSETT in H.M.S. Fisgard, where the quality control of training and all trainee records will be computer-managed. RNSETT is also evaluating this system in the training of equipment operating skills. Another system, PLATO, is operated by a mainframe computer in Brussels and has been under evaluation in RNSETT for about 20 months.

During this time this system has been used primarily to computer-manage some trainees on an individual basis at H.M.S. Collingwood and to simulate the layout of the control panels of various communication sets used in H.M.S. Mercury.

All dressed up for the Leander Rock race

H.M.S. Leander's Top of the Rock race capped an intensive inter-mess sporting programme while the ship was undergoing an assisted maintenance period at Gibraltar.

Sixty-four runners "did" the Rock, which the ship reckons could be a record for a Leander-class frigate!

At the end of it all, 111 trophies and Rock race certificates were awarded during the Leander's sporting presentation evening in Rooke Rugby Club.

An incentive for the big race entry was LPT Tomo Tomlin's challenge to run the Rock in full combat gear if more than 40 of the ship's company had a go. They did — and so did he!

Prizes were presented by the commanding officer, Cdr. W. C. McKnight.

FACTS AND FIGURES

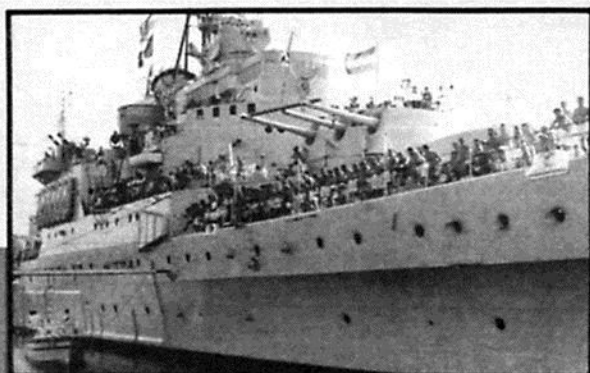
Displacement: 3,800 tons. Length: 412ft. Beam: 46ft. Propulsion: two Rolls-Royce Olympus gas turbines each developing 25,000 s.h.p. and two Tyne gas turbines each developing 4,000 s.h.p. The Tyne drives the two shafts and variable-pitch propellers for cruising, the Olympus power the ship for higher speeds. Speed: 30 knots. Range: 4,000 miles at 18 knots. Aircraft: Lynx Mark 2 armed with anti-air missiles or anti-submarine torpedoes. Missiles: Twin launcher for Sea Dart anti-aircraft missiles with surface-to-surface capability. Guns: One Vickers 4.5in. Mk. 8, two 20mm Oerlikons. A/S weapons: Two triple launchers for anti-submarine torpedoes. Complement: 21 officers, 64 senior rates, 185 junior rates.



SHIPS OF THE ROYAL NAVY

No. 294

H.M.S. Glasgow
... she'll be heading
across the Atlantic next
month.



Spectators line the decks of H.M.S. Glasgow to watch the Mediterranean Fleet's Regatta at Navarin Bay in 1953.

TREASURED ANCESTRY

"Be Mindful of Your Ancestors," the motto of H.M.S. Glasgow, has a significance which could never be lost on the ship's company.

Her line extends back to 1707 and she has won Battle Honours from the Arctic to the Falklands, from Havana to Normandy.

The present ship's most famous predecessor, a Southampton-class cruiser, had the distinction of being flagship of Admiral Earl Mountbatten of Burma when he was Commander-in-Chief of the Mediterranean Fleet in the early Fifties.

GOLD TRANSPORT

She was commissioned two years before the Second World War and during that conflict became one of Britain's "treasure ships," transporting an emergency reserve of gold to America in 1939 and 32 tons of bullion from Norway in 1940. She served throughout the war, finally being paid off in 1956.

The first Glasgow was originally a Scottish ship named Royal Mary, absorbed into the Royal Navy on the Act of Union in 1707 and renamed.

H.M.S. Glasgow's Battle Honours are: Lagos 1759, Havana 1762, Algiers 1816, Navarino 1827, Falkland Islands 1914, Norway 1940, Arctic and Biscay 1943, Normandy 1944.

H.M.S. Glasgow is expected to head for the azure seas and green palms of the Caribbean next month on her first major deployment.

The Glasgow's trials programme, which began with her acceptance in March last year, ended in January. Then there followed six weeks of basic operational sea training before her current programme.

Those hard months of trials and work-up last year have, however, been spiced by a few visits at home and abroad — to Den Helder, Holland in June last year; a trip to Gibraltar to complete more trials after summer leave; and a visit to Hamburg in mid-December.

The visit to West Germany gave the Glasgow a chance to maintain her links with the Royal Scots Dragoon Guards, currently stationed there. Exchange visits were arranged between the regiment and the ships and, when she left, a regimental piper piped her out of harbour.

Links

The ship's strongest links are of course with the city that gives her her name. Her Scottish-born commanding officer, Capt. Robin Doe, and the ship's company have received official messages of goodwill from Glasgow, and the destroyer has many fine items of silver tableware that the city presented to her predecessors.

Old Glasgows, too, have presented the ship with photographs and mementoes from their days. The depth of their interest in the new ship can be gauged from the fact that hundreds responded

when Old Glasgows were invited to spend a day aboard the new destroyer at Portsmouth.

One priority on the destroyer's visiting list was a trip back to Newcastle, where she was built at the Wallsend-on-Tyne yards of Swan Hunter Shipbuilders. There she was overwhelmed by a warm Geordie welcome, more than 2,000 visiting her when she was open to the public.

Like her sister ships, the

Glasgow's primary role is that of providing air defence to a group of ships which would possibly include a carrier of the Invincible class.

Built around the Sea Dart anti-aircraft missile system, the Type 42s have an impressive array of sensors and sonar equipment. Besides their primary role the ships could provide gunfire support, can take part in anti-surface operations, and have a limited anti-submarine capability.



PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth PO1 3HH, price 12p each inc. postage and packing (£1.20 per dozen), stamps, postal orders, or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £2.30. Albums to hold 64 Navy News postcards are £2.50 each (including postage).

Only postcards of ships listed here are available.

Abdiel, Acheron, Achilles, Active, Adamant, Agincourt, Aisne, Ajax, Alacrity, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Anglesey, Antelope, Antrim, Apollo (minelayer), Apollo (Leander class, 1972), Apollo (1975), Ardent, Arethusa (pre-mod), Arethusa (mod), Argonaut, Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Auriga, Aurora, Avenger.

Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Blue Rover, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Bri-

tannia (mod), Broadsword (Destroyer), Broadsword (Type 22 frigate), Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Bulwark (1979), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Chevron, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra (pre-mod), Cleopatra (mod), Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Coventry, Cumberland, Cygnet, Dainty, Dampier, Danae, Daring, Dartington, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido (pre-mod), Dido (mod), Diomedes, Dreadnought, Duchess, Dundas.

Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Egeria, Endurance (1969), Endurance (1977), Engadine, Eskimo, Euryalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, Fife (pre-mod), Fife (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow (cruiser), Glasgow (destroyer), Gold Rover, Grafton (No. 1), Grafton (No. 2), Grenville, Guernsey, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecia, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beachampton, Wasperton, Yarmton, Monkton on one postcard), Hubberton, Hydra, Intrepid (pre-mod), Intrepid (1979), Jaguar, Jersey, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Keppel, Kingfisher, Kirkliston.

Layburn, Leander (pre-mod), Leander (mod), Leopard

(mod), Leopard (pre-mod), Lewiston, Lincoln, Lindisfarne, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Londonderry (mod), Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Matapan, Maxton, Mermaid, Minerva, Minerva (mod), Mohawk, Mounts Bay, Murray, Naiad, Newcastle (1956), Newcastle (1979), Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Olwen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoebe (pre-mod), Phoebe (mod), Plymouth (mod), Plymouth (pre-mod), Porpoise (1959), Porpoise (1979), Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyll, Roebuck, Rorqual, Rothesay, Russell.

Salisbury (pre-mod), Salisbury (mod), Scarborough, Sceptre, Scorpion, Scylla, Sea Lion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Sidlesham, Sir Geraint, Sirius (pre-mod), Sirius (mod), Soberton, Sovereign, Spartan, Striker, Stromness, Stubbington, Superb, Swiftsure, Taciturn, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vigo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu.

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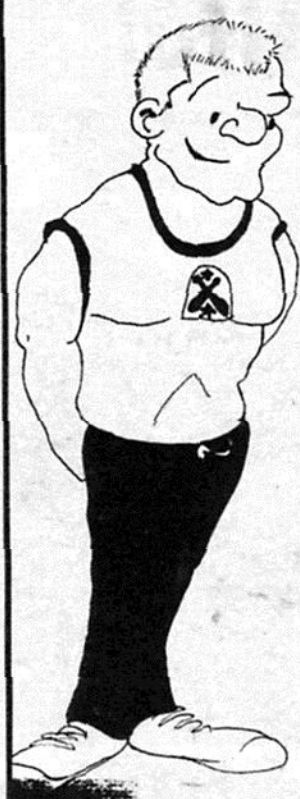
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NN/4/80



'Hey Clubs..... I don't go much on this Voluntary Sports Subscription scheme. I've been paying for a month and aint played for the Navy yet!.....'



656 Burley 1980.

'Party Brain' □ riddle

In January, 1945, I was one of seven ratings of different trades from H.M.S. Waxwing who left this country aboard H.M.S. Volage, destination unknown. We were known as "Party Brain."

At Gibraltar two of us went on loan to North Front R.N. Air Station. Ordered to return to the Volage, we found that she had sailed without us.

Subsequently we embarked on H.M.S. Nubian, were put ashore at Alexandria, and eventually I served a happy 12 months at Dekheila air station.

So what happened to "Party Brain?" What was its role? Any offers please to put me out of

HOLY SPORT!

About that voluntary 20p sports subscription, I see that beating the R.A.F. at Twickenham is taking on "Holy Grail" proportions. — A. K. PRINCE, FCREL(A), R.N.A.S., Portland.

my misery. — D. R. Orme, Lieutenant (SCC), R.N.R. (retd.), Barnsley, South Yorkshire.

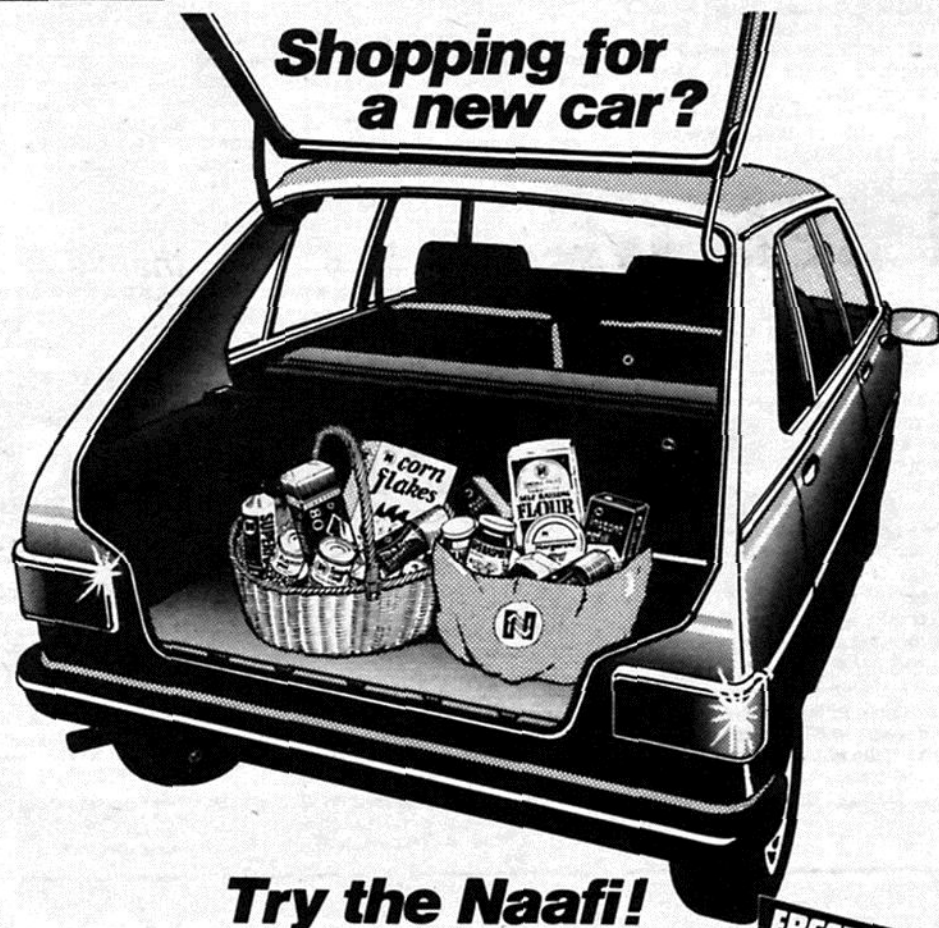
Coincidence □ of note

In the November 1979 issue you published a letter of mine mentioning that I had found in my change a £1 note on which was written the official number "D/JX 125913."

Two of the replies were from ex-chief petty officers who in 1926 joined H.M.S. Ganges within weeks of each other, and had numbers close to the one quoted. Though now 200 miles apart, they were brought up in the same street, and were unaware of each other's whereabouts.

But I still do not know who D/JX 125913 is. — D. P. F. Bermingham (lieut., retd.), St Davids, Dyfed.

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The overlooked Jamaica

I was delighted to see in the Western Evening Herald an article giving the true situation about the sinking of the German warship Scharnhorst.

For 36 years I have been annoyed, whenever this action was discussed, to hear the wrong ship getting full credit.

On Boxing Day 1943 the Scharnhorst was engaged by the Duke of York, the Jamaica, and four destroyers. All the ships played their part, but at about

1944 hours H.M.S. Jamaica scored two hits in a torpedo attack, and finally sank the enemy vessel. It is unbelievable that the Jamaica could be practically obliterated from most of the historical evidence. — E. D. NORTHCOTT, Davenport, Northants.

● The article quotes "The History of the Second World War," by Capt. F. W. Roskill, in which it is stated: "The Duke of York was the principal factor in the battle. She fought the Scharnhorst at night and she won." — Editor.

LETTERS TO THE EDITOR

Old codgers? — not a bit of it ..!

From Vice-Admiral Sir Ernle Pope

Before I left the Navy I really hadn't a clue about the Royal Naval Association. I glanced at the R.N.A. pages in Navy News, met the odd member when they visited the ship, and went to the odd club.

Like many others, I thought they were a nice bunch of "old codgers" fighting the last war and remembering the "good old days." The then First Sea Lord asked me to take on the job of President and I was in for a shock — and a very pleasant one, too.

Far from being a lot of old has-beens, I found that the R.N.A. was an alert, active and alive organisation with clubs and branches all over the country, and with nearly 30,000 members drawn from all ages, walks of life and experience.

The girls are not forgotten, and the ladies take a very active part in the running of functions. More than one branch has a lady secretary and we have lady delegates at our annual conference.

Comradeship

I have met managing directors, matelots, coal miners, constables and rate collectors.

What does the R.N.A. do? It does GOOD. It helps people, organises fun-type parties, raises money for charities, gives comradeship, friendship and a welcome to newcomers.

When you leave the Service it will help you to find your feet, give you advice on schools and housing, and help you find a job. When you are at sea, it will provide a warm and friendly helping hand to your wife and family if they need it.

Why not join now? Visit your nearest branch or club and, if you like 'em, join 'em. Or write for information to R.N.A. Headquarters, 82, Chelsea Manor Street, London SW3 5RU. — Ernle Pope, President R.N.A.

Hang the □ expense!

No normal dabtoe can deny
His warm desire to throw an eye
And gaze at all the charms
disclosed

By shapely legs, superbly hosed,
I, too, have waged my share of
fights

Against the flair for wearing
tights,
And so I learn with grave concern

That only Wrens with cash to
burn

Can hope to buy the Naafi
stocking,

Since now its price is well-nigh
shocking.

Wren Dawn L. Young demurely
shows

Why Jack still goes for well-filled
hose.

And when the troops see what's
involved

I'm sure her problems will be
solved —

They'll queue for hours at Naafi
block

To supplement Dawn's stocking
stock

Though Wrens may recommend
the step

Of "dripping to your Naafi rep",
The boys would rather stay and
droll

As, pertly perched on pusser's
stool,
Dawn demonstrates why stock-
inged spars

Delight discriminating tars...
Who's dripping at the mere
expense

Of all that gripping, sheer sus-
pense?

Bernard Campion

*Re Navy News, April, Page 6.

Bongo □ 1915

Replying to the inquiry from Stanley Evans (March issue) regarding the ship's bell marked "Bongo 1915," according to the Mercantile Directory for 1935, British registered sailing ships, I find: "Bongo, Liverpool, built

at Queensferry 1915. Reg. tonnage 46. Owner, Burton and Son, 3 Chapel Street, Liverpool."

Mr. Evans may get further information from the Liverpool librarian — R. E. S. Harris, Portsmouth.

'Hours is □ for Pongos'

I was absolutely amazed to read D. M. Muir's letter (March issue), "Just a matter of time." When I joined the R.N. as a boy in H.M.S. St George, I was taught that time was expressed 2015 (twenty fifteen).

Someone asked about 2015 hours and the instructor replied, "Hours is for pongos and Brylcreem boys because they are thick and don't know any better. It must mean 'hours.' It can't mean anything else." — Arthur Aston (ex-Yeo. of Sigs.), Can-
nock, Staffs.

Unlucky □ trio

Regarding "Beset from all sides" by Ex-Chief Shipwright E. R. Wadge (April), I think he could be referring to H.M. Ships Salamander, Britomart and Hussar, which were attacked by the R.A.F. off the French coast in August 1944 in mistake for German ships — R. G. Groves, Ex-LSM, South Wigston, Leics.

● Sailor's lament — Page 18

Wot about this one?

Here is a true story about the "Chad" days (you recall, "Wot, no..."), the setting being Whale Island.

These little drawings were appearing all over the island. On one GI course the class had a week-end stopped for a series of pranks, and next morning, under the prepared instruction drop, there was Chad looking over his wall saying, "Wot, no week-end?"

The Commander went on the tannoy to announce that anyone drawing a Chad would automatically get seven days' No. 11, or seven days' stoppage if a senior rate or above.

Returning to his office, the Commander found on his blotter a Chad saying, "Wot, only seven days?" — F. Agass, RSM, RM (retd.), Ringwood, Hants.

Post to: Letters to the Editor, Navy News

JACK

by TUGG

AWRIGHT BIG 'EAD!!
NOW PUT YER MONEY
WHERE YER MOUTH IS!



Dear Mum,
I've just lost my wallet
over the side —



Why the Queen is out of uniform



The Queen, without uniform, in her capacity as Lord High Admiral at Britannia Royal Naval College during Mid. Prince Andrew's passing out. Report and colour pictures — Page 31.

Although I read that the Queen was going to take the parade when Prince Andrew passed out at Britannia Royal Naval College, Dartmouth, I cannot recall ever seeing Her Majesty in naval uniform.

She can wear uniform for Trooping the Colour, so why not the uniform of the Navy? — Kathleen Foster (wife of ex-CPO). Newbury.

● **EDITOR'S NOTE** — This question certainly stumped us, so we turned to the National Maritime Museum for an answer. The Museum's head of public relations, Miss Ursula Stuart Mason, and the head of weapons and antiquities, Mr John Munday — a uniforms expert — got their heads together with other colleagues and sent us this joint reply:

"This is an intriguing idea. There has never been a uniform for the Lord High Admiral of the United Kingdom. The Lords Commissioners were appointed to carry out the duties of the Lord High Admiral and there is no historical connection between a uniform and the post, nor any precedent. William IV, the last Lord High Admiral, was an Admiral of the Fleet anyway, so the question did not arise. "It was Queen Victoria who

started wearing a military - style uniform when carrying out ceremonial duties as Sovereign, and the present Queen wears a Guards - style uniform for Trooping the Colour when she is, in fact, senior officer taking the parade. No similar duties exist for the Lord High Admiral, and perhaps the nearest Queen Elizabeth II gets to this is in wearing a boat cloak for certain naval occasions."

White

□ webbing

Regarding "Debut of white webbing" (April), the ship's company of H.M.S. Resolution marched through Grimsby in white webbing gear in 1924.

The admiral, the one and only Paddy Boyle, had ordered the gear to be whitened and efforts afterwards to scrub it back to the original khaki proved impossible.

It was said that he had to pay for the ruined webbing gear out of his own pocket — H.W. Le Breton. Ryde, Isle of Wight.

PHOTO PLEA

My son, Patrick Michael Cleave, REM1, was serving in H.M.S. Tiger in 1977, but when home on leave he died as a result of a motor-cycle accident.

We have no photographs of him, either in his uniform or at the age he was taken from us. Would any of his shipmates have a photograph which we could get copied? — M. J. CLEAVE master-at-arms, Royal Naval Hospital, Haslar, Gosport, Hants.

Beautiful pea-green 'boats' . . .

I was very interested to read the letters in the March and April editions about "green" destroyers. Perhaps I can add a little more in clarification as I stood-by H.M.S. Alamein at Hawthorn Leslies for three months before completion.

In this age of plastics one tends to forget that we did once exist without them and, of course, lead-based paint had been used in the Fleet for many years. The boffins, however, had near-perfected a non lead-based paint and we in the Alamein were ordered by the Admiralty — MOD(N) to the nozzers — to be the trial ship.

As Mr. H. V. Ashworth points out, we were told not to touch-up with the old pattern paint, although I should inform him that wherever we went our captain was "reprimanded" in no uncertain terms by his superiors about the colour of this newly-fledged ugly duckling!

Finally the Commander-in-Chief (in those days at sea) could stand it no longer and ordered "paint ship" before a flag-showing visit to the Cape. We obeyed orders, but on arrival at Simonstown, and after some rough weather, much of the new (old grey) paint had peeled off the ship's side so that we were then like a spotted duck — a far worse state than the first! — P. L. Meryon. Cdr. R.N. (Retd.). First Lieutenant, H.M.S. Alamein 1948-50. Emsworth, Hants.

Chieftan

H.M.S. Chieftan, in which I served between 1948 and 1950 was in the 1st Destroyer Squadron and FOD's flagship. In May 1949 she was certainly painted what can only be described as a fairly strong shade of pea green.

We had been due to paint ship for a cruise. The Captain, told there was no paint available, stormed ashore to the dockyard and requisitioned some paint drums, despite being told by the stores officer concerned that the paint had been condemned. You can imagine the reaction when we steamed back into Grand

Harbour after the paint ship operation at Marsaxlokk — Peter Neate, Tatton Park, Knutsford, Cheshire.

Euryalus

In regard to B. P. Grafton's letter (March issue) referring to warships painted green in the Mediterranean, I well remember as an able seaman of H.M.S. Vervan Bay watching the arrival of the cruiser Euryalus into Grand Harbour, Malta, in 1948. She was painted a bright pea green.

Incidentally, the Vervan Bay was painted duck-egg blue when I first joined her, but that was soon altered. — Ronald Fragnoli, Wigston, Leicester.

Multi-hued

Further to the correspondence on warships' odd paint schemes, I hate to appear to be a "black-cap" rating, but I remember whole flotillas with non-pusser paint jobs.

In 1946 I was serving in the Algerine fleet sweeper Welcome, 10th Minesweeping flotilla, engaged in clearing minefields around the coast of Borneo.

Anyway, the seven Algerines of the 10th all had different colours, though there was a bit of shipside grey to be seen here and there. The Wave, I recall, had a particularly fetching suit of royal blue hull and duck egg blue upperworks, and there were plenty of variations in pastel shades.

Eventually the minefields were cleared and the long arm of the "civilised" Navy reached out to us and put an end to the informality of paint schemes and illegal use of TBS communications alike. — J. Morris. Ex-CRS. R.M.A.S. Pintail. Peverell, Plymouth.

Florida

□ thanks

As the parents of a leading seaman in H.M.S. Bulwark, we would like to express many thanks to the organisers for our lovely trip to Florida, U.S.A. The hospitality was marvellous and the flights and reception outstanding. — Mr. and Mrs. Stuart, Selston, Notts.

ASSISTANCE TO AUTHORS

Mr. Paul Lund, of 6, Spith Walk, Cheshire, would like to hear from any survivors of the destroyer H.M.S. Achates sunk by the German cruiser Hipper on December 31, 1942, while with Russian convoy JW51B, the survivors being rescued by the trawler Northern Gem.

Lieut. Cdr. A. Hague, R.N.R. (Retd.), wishes to obtain information on anti-submarine weapons conceived in the Second World War but which were not put into service. He would like to hear from men who took part in trials, particularly those who served in H.M. ships Whitehall, Kingfisher, Enchantress and Westcott in 1942-43. His address is 19, Falstone Road, Sutton Coldfield, W. Midlands.

YOKOHAMA BOWL IN SEA GRAVE?

The mystery of the Yokohama Bowl has been solved — or so it seemed when Navy News received a letter from Surg. Capt. (D) K. E. J. Fletcher, R.N. (retd.), of Ansty Cross, Dorchester.

Readers had been wondering what happened to the Bowl,

and Capt. Fletcher wrote saying that correspondents should have their minds put at rest.

"This trophy," he said, "was brought home to Portsmouth on May 17, 1939 and to my knowledge is now in the wardroom of H.M.S. Nelson.

"The Bowl was won by H.M.S. Suffolk in 1937 with 364 points to the Capetown's 355 and Danae's 306. In 1938 the Suffolk won again, with 187½ points to the Dorchester's 146 and the Birmingham's 144½."

Signing himself "Toothy," Capt. Fletcher refers to some of the Suffolk's competitors and adds: "One must of course send one's regards and sincerely hope their fillings are still in place."

Alas, Capt. Fletcher, while the fillings may still be available for inspection, the Bowl is not. As far as the H.M.S. Nelson trophy store is aware, the Bowl is not on the premises.

Earthquake

Another correspondent about the Yokohama Bowl was ex-Chief Stoker W. L. Collins, aged 85, of Cricklewood, London, "an ardent reader of Navy News who at last found a topic upon which he could be of some enlightenment."

His letter was most welcome, explaining that in 1920 he was serving on board H.M.S. Marazion attached to the Fifth Submarine Flotilla.

During the Fleet's summer stay at Wei Hai Wei the Yokohama earthquake occurred, and in recognition of the services rendered by the R.N., the ladies of Yokohama presented the Bowl to the China Fleet.



A photograph of the Yokohama Bowl sent by Mr. G. W. Carter. Information with the picture states it was won by H.M.S. Suffolk in the China Squadron Regatta in 1928.

In 1925 the Bowl was aboard H.M.S. Hawkins, adorning the wardroom, and having two "duties." First it was used as the "highest points" regatta prize, and secondly as the "trophy" for the officer with the biggest wine bill.

Dorsetshire

It seems to be generally believed that the Bowl was won by H.M.S. Dorsetshire just before the war, and that the trophy was probably on board the cruiser in 1942, when she was sunk by enemy action in the Indian Ocean.

The Editor is grateful to readers for their letters about the Bowl, and also several pictures.


Other correspondents included E. Waters, Upper Norwood, London; G. W.

Carter (ex-leading seaman), Market Deeping, Peterborough; R. Shaw (ex-CPO), Dovercourt, Essex; F. G. Bishop, Keighley, West Yorkshire; and Bernard A. Blowers, Crowthorne, Berks.

With regard to the Cock of the Fleet Trophy, CPOA I. L. Beck, of H.M.S. Caroline, Northern Ireland, reported that he last saw it in the summer of 1962.

"I was one of the whaler crew of H.M.S. Finisterre, 1st Destroyer Squadron, who won the trophy for the Grand Harbour-Gozo race."

W. J. Barnett (ex-CPO/SM), of Swindon, Wilts., sent a photograph taken on board H.M.S. Nelson in 1933, showing trophies awarded for the annual regatta between ships of the Atlantic (later Home) Fleet, usually held at Invergordon.



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 **NatWest**



ARDENT THROUGH FIRE AND WATER!

H.M.S. Ardent appeared to be living up to her motto — "Through Fire and Water" — when she encountered the "sea smoke" or "boiling sea" phenomenon off Cape Hatteras, North Carolina. This eerie condition is caused by the very warm waters of the Gulf Stream meeting very low air temperatures.

The Ardent met her boiling sea (right) while getting her first taste of life with the Standing Naval Force Atlantic, which formed up at Mayport. The Type 21 frigate's deployment started from Devonport in mid-January when she sailed in company with the German destroyer Schleswig Holstein, the Dutch frigate Van Speyk and the Belgian frigate Westdiep to Ponta Delgada in the Azores.

SUN AND STORMS

After refuelling, the group made a sunny passage 2,000 miles west to Bermuda, where the ships' companies were able to sun themselves on the island's beautiful beaches.

Bad weather hit the passage to Mayport (a ship unconnected with the group lost five men overboard in the high seas), where the group was welcomed by the Commander STANAVFORLANT, Commodore Gerald Carter, U.S.N., in his flagship, U.S.S. Luce. H.M.C.S. Skeena, a Canadian frigate, arrived soon afterwards.

During the stay at Mayport the ships' companies visited the space centre at Cape Canaveral, and six coachloads of sailors drove 160 miles to see Disney World.

After a successful work-up — and Ardent's encounter with the smoking sea — the NATO force visited Savannah, Georgia, where the famous Southern hospitality was lavished on the ships.

The Ardent walked away with prizes for the best pate and the best sculpture at a culinary competition in the city. LCK Chris Willisroft's otter on a log, fashioned in butter, took the sculpture prize, and the ship came second in the prestigious mini buffet section.

Five days were then spent at sea on anti-submarine exercises, followed by another brief stop at Mayport.

Next on the programme was Safe Pass, a multi-nation NATO exercise designed to test the Alliance's readiness for war. Violent weather scattered the force and caused extensive damage, forcing one ship into dry dock.

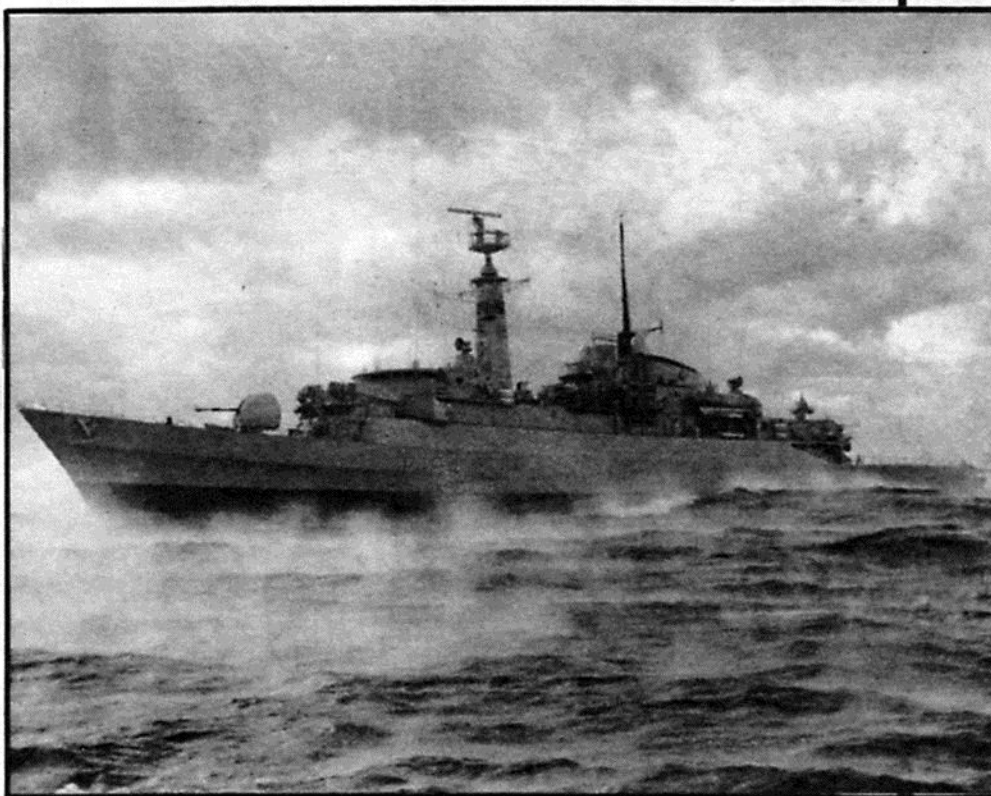
SNOW, TOO!

After two weeks of this, the ships' companies were glad to reach Halifax, Nova Scotia, despite the frost and 6in. of snow that fell in one afternoon.

H.M.S. Ardent sailed four days later for

Charleston, South Carolina, where a mobile unit from Devonport FMG helped with an assisted maintenance period. While there, the Ardent was relieved in STANAVFORLANT by H.M.S. Juno, and Commodore David Armytage, R.N., took command of the force.

The Ardent left Charleston on April 8 bound for Nassau, followed by three days at the Turks and Caicos islands. From there she was sailing for Bermuda, refuelling at Ponta Delgada, and returning to Devonport at the beginning of May.



Come in Number 2226

Where were you 40 years ago? If the answer is New South Wales, your luck may be in.

Waiting to be claimed in the State Lotteries Office, 14 Railway Parade, Burwood, NSW 2134, is a first prize of £5,000.

The lucky ticket, number 2226, drawn June 27, 1940, in lottery number 690, was bought by "G. Rover c/o H.M.S."

One snag — you need the ticket.

Galatea visit

H.M.S. Galatea visited Middlesbrough following a work-up period at Portland. During the exercise the ship's company practised boarding and towing a vessel on fire.

899 ceremony

The commissioning of 899 Sea Harrier Squadron will take place on May 22. All ex-899 officers wishing to attend should contact the Staff Office, 899 Squadron, R.N. air station Yeovilton (ext. 359).

Kirkliston refit

The minehunter H.M.S. Kirkliston entered Chatham for normal refit last month after spending the first part of the year carrying out survey work in the South Western Approaches and Irish Sea areas.

Bacchante prize

H.M.S. Bacchante has received the Plessey Fleet Sonar Efficiency prize for 1979 and a cheque for £220. The money, presented by Plessey Ltd., will be shared by the ship's sonar operators and maintainers.

Sea Harrier star of Navy Days

Although full details have yet to be finalised, the Navy's latest aircraft, the Sea Harrier, is expected to "star" in this year's Navy Days at Chatham and Rosyth.

Centenary show at Earls Court

This year sees the centenary of the world's most spectacular military tattoo — the Royal Tournament at Earls Court from July 9 to 26.

Although the all-action show is organised on a tri-service basis, the Royal Navy will be providing the centre stand to depict 100 years of gun systems.

As always, the Navy's field gun competition will be one of the most exciting events on the programme, with Devonport and Portsmouth trying to prevent the Fleet Air Arm from repeating their clean sweep of last year's trophies.

The popular pre-Royal Tournament public runs by the three Command field gun crews are due to take place as follows:

DEVONPORT: H.M.S. Drake. 1900 each evening. June 5, 12, 19, 26, July 3.

FLEET AIR ARM: H.M.S. Daedalus. 1900 each evening. June 5, 12, 19, 26, July 3. Entrance by Argus Gate only.

PORTSMOUTH: H.M.S. Excellent. 1900 each evening.

FIELD GUN REUNIONS

Portsmouth Field Gun reunion will be held at H.M.S. Excellent throughout Saturday, June 21, and the F.A.A. Field Gun Crew Association reunion will be held at the Field Gun Track, Lee-on-Solent from 0800 on Saturday, June 14.

ing. May 29, June 5, 19, 26, July 3.

All the public runs are supported by other attractions, including the Red Devils parachute team, R.A.F. police dog demonstration team, bands and gymnastics.

Here are the details of the field gun runs at Earls Court. The first-named team of each pair runs on the Royal side of the arena.

(P denotes Portsmouth, A Air and D Devonport)

July	Afternoon	Evening
9	P v D	A v P
10	D v A	P v D
11	A v P	D v A

Competition starts

12	D v P	P v A
14	No perf.	A v P
15	A v D	D v P
16	P v A	A v D
17	D v P	P v A
18	A v D	D v P
19	P v A	A v D
21	No perf.	D v A
22	P v D	A v P
23	D v A	P v D
24	A v P	D v A
25	P v D	A v P
26	D v A	P v D

Chatham Navy Days are on Sunday and Monday, May 25 and 26, and those at Rosyth on Saturday and Sunday, June 28 and 29.

The Harrier, revolutionary in its use of vectored thrust, marks the return of the Fleet Air Arm to fixed-wing flying after a short pause.

With the new Invincible class of anti-submarine carriers, from which it will operate, it signals the start of a new era in naval operations.

Ships on view are expected to include the frigates Amazon, Arrow, Rhyl and Scylla; the submarine Sealion; the ice patrol ship Endurance; the fast patrol boat Sabre; Inshore Survey Squadron ships Echo, Enterprise and Egeria; and the logistic landing ship Sir Percivale and fleet tanker Grey Rover of the Royal Fleet Auxiliary.

BAZAAR

Chatham gates open at 11 a.m. Admission is free, with car parking £1.50 and coaches £5.

Among the additional attractions expected at Rosyth are the destroyers Birmingham and Norfolk; the frigates Minerva, Bacchante, and Rhyl; the patrol vessels Orkney and Cygnet; and the R.F.A. fleet tanker Tidepool.

There will also be the usual helicopter and diving displays and many displays and exhibits reflecting the work of the naval base and dockyard.

● This year for the first time the Rosyth Navy Fair is not being held on a separate day elsewhere. Instead, a Rosyth Naval Base Bazaar will be held on the Saturday (June 28) on a site close to the base's main office block.

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2 1/2 in. Handbell £3.20 (p&p 30p) Paper Knife £2.50 (p&p 30p)
3 in. Handbell £4.90 (p&p 40p) Ash Tray £1.90 (p&p 30p)



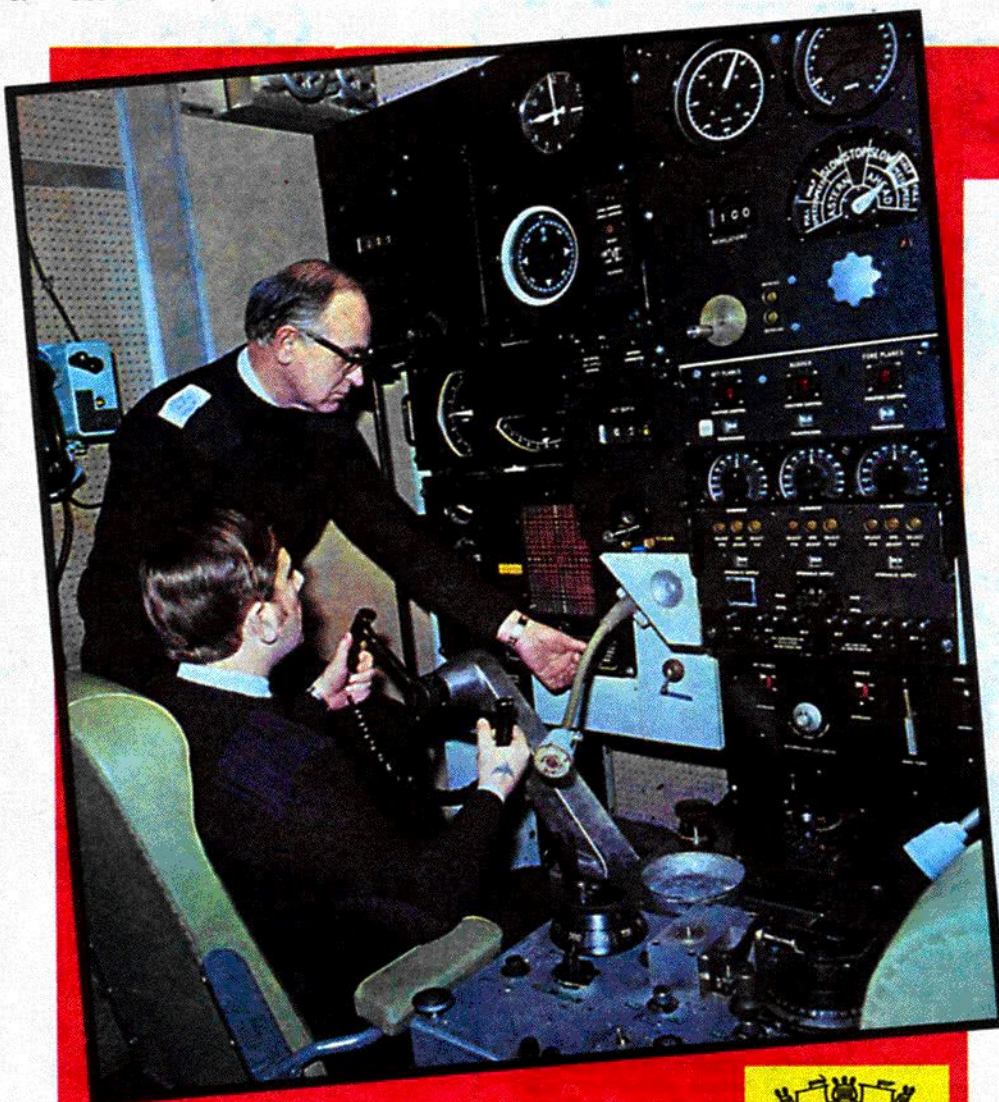
The now renowned Marine Artist Robert Taylor has added a magnificent full colour print of H.M.S. KELLY to his range of low cost naval prints; he painted the ship several times and the picture chosen for "H.M.S. KELLY," at £4.95, joins the "H.M.S. ARK ROYAL" print at £3.45 and the "LAST PHANTOM" at £2.20. Post and packing on up to any five prints is 50p

Robert Taylor's ship paintings are particularly striking and if you have an "ARK" print then the new "KELLY" print makes an excellent pair.

A small change in design has enabled us to make a few more Capstans from ARK ROYAL metal at £14.50 (p&p 50p) and the Pendant made from ARK ROYAL timber has been redesigned and is now available at £2.50 (p&p 20p). Keyrings are still £1.10 (p&p 10p).



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CPO Norman Hill instructs a trainee in the skills of one-man control at the Royal Navy Submarine School, whose crest is pictured here. The trainees are taught about high-pressure air and hydraulic systems, sonar, radio, fire control and attack procedures, as well as how to steer, dive and surface a boat. And the school's layout is built to move with the times

Pictures: CPO Ben Cartwright



Where 5,000 'pupils' a year

School for studies in depth

"Make me a torpedo!" Katherine Hepburn orders Humphrey Bogart in the classic film "The African Queen." Not an easy task, of course — few submariners could tell you how.

Nowadays there is no time to teach them. At the Royal Navy Submarine School at Gosport they find modern submarines are so complicated that there is no room in the training programme for unnecessary extras.

"We can't waste time teaching people things they are not actually going to use at sea," says the school's "headmaster," Cdr. Alistair Bruce.



Technical advances come so fast now... if you spent more than two or three years lecturing here, you'd be out of date by the end of it. — Cdr. Bruce Alistair (pictured).

Nuke model room

"To understand all the complicated electronics in a guided Tigerfish torpedo would no doubt mean another one- or two-year course for somebody. In the old days we had highly trained ordnance artificers who spent a lot of time on the actual guts of the weapon, but we can't afford to now."

Even so, trainee submariners today enjoy far more opportunities for shore-based instruction than were available to previous generations.

Latest facility at the school is a nuclear model room, furnished with auxiliary gear from nuclear submarines. Before that students had to trek to Barrow-in-Furness for lectures on equipment fitted to the latest nukes.

Constant change

During the First World War submarine crews had to be trained hurriedly as new boats were launched and others lost in action. Today they are trained just as quickly for different reasons.

"Technical advances come so fast now and we're very insistent that all our instructors should be up to date — in other words, recently returned from sea. For most of us, if you spent more than two

or three years lecturing here, you'd be out of date by the end of it."

This constant change could mean the school buildings themselves becoming obsolescent were it not for the high degree of flexibility incorporated in their design.

Widest range

Once merely a collection of wooden huts (the so-called Brown Area inside H.M.S. Dolphin), the school now comprises four buildings — MacKenzie, Horton, Fisher and Keyes — and has established its own identity, distinct from the traditional home of the Submarine Service.

Probably the widest range of subjects of all the Portsmouth Command schools is offered here, including all the Royal Navy specialisations.

On the actual equipment used in submarines, trainees are taught the intricacies of the high pressure air and hydraulic systems, the sonar and radio equipment and fire control and attack procedures as well as how to steer, dive and surface the sophisticated diesel-electric and nuclear classes in service today.



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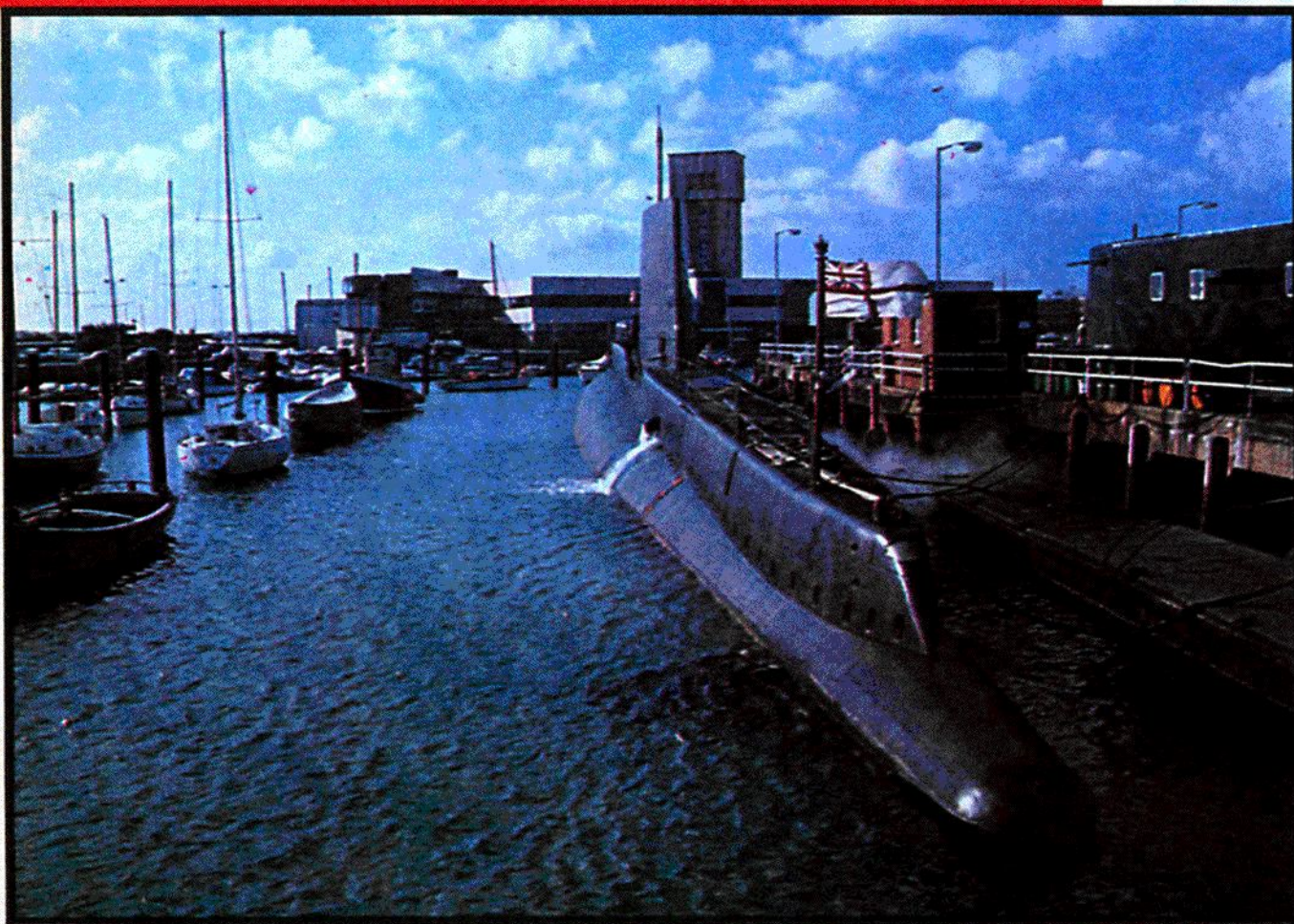
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LEA Phil Cornish (left) explains the technicalities of a torpedo tube to a group of petty officers.

get submerged in their subject



The school's lay-out is custom-built to move with the times. For instance it is a simple matter to rip out and rearrange power supplies with minimum disruption to the day-to-day programme.

This is vital, during each year some 5,000 people, from captains to ordinary seamen, pass through one or more of the 230 courses provided. These can last anything from a single day to six months.

Foreign intake

One of the more complex facilities is inertial navigation for nuclear-powered submarines — the complicated arrangement of accelerometer and gyroscopes linked to a computer to form a dead-reckoning device independent of radar and fixes on landmarks and stars.

Specialist training is an important part of the school's role — and one appreciated by submariners of many foreign and Commonwealth navies. This high foreign intake sometimes causes communications problems. FCPO David Dunford remembers spending an entire morning explaining the Imperial weights and measures system to a class of dumb-founded Chileans . . .

But the submarine general courses are the bread and butter of the curriculum. Streams for Polaris, Valiant, Swiftsure classes and patrol submarines are held regularly, soon to be joined by programmes for the Trafalgar class of nuclear Fleet submarines and the new conventional diesel-electric class.

The Royal Navy has never had a completely volunteer submarine force — and is never likely to. Of the present annual intake of 1,200, 57 per cent are not volunteers, or at least have not thought of volunteering. But all have the option of returning to general service after five years. Only two per cent do — a figure that has hardly changed in 20 years.

This may be partly due to the continued emphasis in submarine training on everyone having a sound knowledge of safety systems and emergency drills. General knowledge of the boat is expected of all, for everyone from the chef to the commander may be the man on the spot in an emergency.

This basic applicable principle was laid down in the General Orders for Submarines in 1913 and is as applicable today as it was then, so the school's young students are carefully examined to make sure everything they have been taught has sunk in.

Howler

Polaris instructor PO Paddy Robinson remembers one question-time howler:

"I'd been talking about Frion and hydraulic plant and one young lad asked me, quite seriously, how we managed to get them to grow in the auxiliary machinery space. It had been puzzling him all week, he said."

"Fortunately, he was a rare exception — you need your wits about you to serve in submarines more than ever these days, there's so much more to learn."

One of eight Porpoise class diesel-electric patrol submarines built between 1958 and 1962, H.M.S. Fin-whale is now part of the Submarine School.

At the end of her last commission, in November 1978, she returned to her base in H.M.S. Dolphin to take on the role in which she is pictured here — as the alongside training submarine.

Launched at Birkenhead in 1959 by Lady Caspar John, daughter-in-law of the artist Augustus John, she was first commissioned in 1960. She operated in most of the world's oceans, from the tropical Pacific to under the Arctic ice.

In June 1978 she distinguished herself by taking charge of rescue operations after two merchant ships collided in fog off Gibraltar.

Motorbike safety drive by C.-in-C.

Personal backing for improvements in motor-cycle safety in the Navy is being given by the Commander-in-Chief Naval Home Command, Admiral Sir Richard Clayton.

During the past nine years more than 1,000 sailors have been killed or injured in motor-cycle accidents, with half of the 61 killed being below the age of 20. Last year, of the 41 R.N. personnel killed in road accidents, more than a quarter were motor-cyclists.

In an effort to cut the toll Admiral Clayton is encouraging establishments to organise motor-cycle clubs and to take part in training and maintenance schemes.

The latest naval motor-cycle club to be formed is at Portsmouth where H.M.S. Nelson and H.M.S. Vernon have combined to use training schemes operated by civilian organisations in the area.

THRIVING

Admiral Clayton, who himself rides a Honda 500CX, attended the club's inaugural meeting at H.M.S. Nelson and accepted presidency. The group will organize tours, rallies and training, and maintenance facilities will be set up in establishments throughout the Portsmouth area.

During visits to establishments the C.-in-C. will inquire about plans for motor-cycle safety and will meet organisers of any club, training or maintenance scheme.

Meanwhile, at H.M.S. Drake a motor-cycle club is thriving. Formed in October, it is available to all shore and ship-based R.N. personnel in the Plymouth

area; it has its own workshop, equipment and will soon have its own club room.

Its founder, Lieut. E. A. Carter, will soon be leaving for Portsmouth. He will be succeeded as supervising officer by Lieut.-Cdr. N. Clifton.

Book of thanks to Cape

Many ex-Servicemen who visited South African ports during the Second World War will recall the tremendous welcome they received.

This was organised on a massive scale by the South African Women's Auxiliary Service, headed by Miss Lucy Bean, an assistant editor on the Cape Argus.

Recently a letter was sent recalling the outstanding war-time work of Miss Bean and her assistants and recording heartfelt gratitude for all they did for the Royal Navy during bleak and difficult years.

It was signed by Admiral of the Fleet Sir Terence Lewin, Admiral Sir Henry Leach, Admiral Sir David Williams, Rear-Admiral Morgan Giles and Capt. E. A. S. Bailey, who all had experience of the welcome.

SURPRISED

Miss Bean replied that she and her colleagues were surprised and delighted by the letter, which is being framed and displayed in the hall of SAWAS House, along with the many ship's badges.

Any others who would like to record their personal "thank you" in a book which it is hoped to compile should send their signatures, names and initials, rank or rating at the time, name of ship (or troopship) and the year in which they visited a South African port to Capt. E. A. S. Bailey, R.N. (Retd), Inversanda, Ardgour, By Fort William, Scotland.

Capt. Bailey asks ex-Service organisations to make news of the proposed book as widely known as possible.

Boost for art show

The Royal Navy was well represented in this year's Armed Forces Art Society Exhibition at the Mall Galleries, London.

REA3(A) Alan Cowling of H.M.S. Heron was close runner-up for the £50 prize for the best work by a serving member of the Forces.

Seventy Service men and women exhibited their work — treble the number in last year's show.

● An exhibition of paintings by Lieut.-Cdr. Hugh Knollys R.N. (Retd), a member of the Armed Forces Art Society, will be held in aid of the Royal National Lifeboat Institution in the Youth Hall at Bishop's Waltham, Hants on May 21.



Getting to the heart of the matter — CMEA(P) Geoff Bloore (right) instructs a class in the workings of the diesel engine used in patrol submarines.

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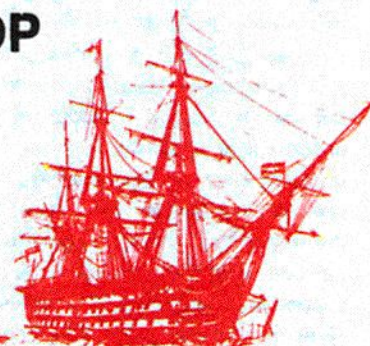
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New Chaplain of the Fleet

At a special service held in the Church of St Nicholas, H.M.S. Drake, the Rev. Ray Roberts (pictured here) was presented before the Church in the Royal Navy as the new Chaplain of the Fleet.



He succeeds the Ven. Archdeacon Basil O'Ferrall, retiring after 29 years in the Navy, and whose idea it was that the new ministry should begin in a naval church.

The new Chaplain of the Fleet has been 21 years with the Royal Navy ashore and afloat, including appointments in H.M.S. Ark Royal and with the R.M. Commandos, recently he has been serving in H.M.S. Drake.

A representative congregation of R.N. chaplains and lay people attended the special Evensong, at which the new Chaplain of the Fleet was presented by the Second Sea Lord (Admiral Sir Desmond Cassidy).

APPOINTMENTS Flag Officer

Capt. Nicholas Hunt, captain of Britannia Royal Naval College, Dartmouth, is to be Flag Officer Second Flotilla in October in the acting rank of rear-admiral. He is to be promoted rear-admiral on January 7 next year.

Capt. Hunt's previous appointments include Director of Naval Plans and command of H.M.S. Intrepid.

Other appointments recently announced include:

Capt. N. J. Hill-Norton. Duty with CNSA for Southampton as senior officer September 1, and in command on commissioning.

Capt. J. F. S. Trinder. Captain Fishery Protection and CSO (Fishery Protection) to FOSNI, July 29.

Cdr. R. J. Wright. Director Naval Physical Training and Sport, August 1 (following promotion to captain).

Cdr. K. F. Rogerson. Neptune September 9 and as RNO Kyle of Lochalsh.

Lieut.-Cdr. K. M. Redford. Abdiel October 21 and in command.

Collingwood wives raise £150

A bring-and-buy coffee morning organized by H.M.S. Collingwood Wives Club raised £150 for the Queen Alexandra Hospital, Cosham, Breast Unit Fund. A cheque was presented to Mr. Stanley Massey, the fund's local organizer, by Mrs. Elaine Collingwood, wife of the captain of H.M.S. Collingwood.

TWO PAGES FOR

Discount scheme

Tree-mendous!



Young members of naval families at the Dargents Wood quarters, Chatham, were happy in their work when they lent a hand planting new trees to enhance the surrounding area.

White cherry, silver leaf, flowering crab-apple and mountain ash were among the trees chosen.

Enjoying their part of the job are, from the left, Leslie Anne Marshall (3), Catherine Pinnock (2), and Simone Gurrier (4).

After pay, housing is probably the most important factor in the willingness of Servicemen to make a career in the Armed Forces.

That was what the new White Paper on defence had to say and probably few would disagree.

Lately the question of empty married quarters has been attracting the headlines as increasingly these quarters have drawn the interest of MPs, members of local councils and, not least, members

of the Services themselves who would like the chance to buy a quarter — if the price is right.

Headlines like "Scandal of 680 empty naval homes" have appeared to focus attention on something which, rather than representing a scandal, concerns a situation which has developed from a number of factors and is not quite as simple as might first appear.

Married quarters were built to provide family homes in or near Service establishments, and in the case of the Navy this meant concentration round the great naval ports.

Valuable

Whether they were always built at the ideal spot and in exactly the right style and size is a matter which could be debated endlessly. But they were — and are — homes built to serve a valuable purpose and allow Servicemen maximum time with their families, plus the advantage of mobility by allowing transfer to other quarters as new drafts and postings came along.

However, time is producing a shift of emphasis, certainly as far as the Navy is concerned. While large numbers of sailors continue to live in quarters, particularly in the early part of their married lives, the laudable aim of the Briton to own his own home has seen house prices rocket.

To large numbers of officers and ratings, it made sense to hop on the bandwagon and start paying for a home of their own as soon as possible rather than leave a financial hurdle to cross on leaving the Service. For many of them, help was at hand through the Long Service Advance of Pay Scheme.

Continued opposite

WE, THE LIMBLESS LOOK TO YOU FOR HELP

We come from both world wars. We come from Kenya, Malaya, Aden, Cyprus . . . and from Ulster. From keeping the peace no less than from war we limbless look to you for help.

And you can help, by helping our Association. BLESMA (the British Limbless Ex-Service Men's Association) looks after the limbless from all the Services. It helps, with advice and encouragement, to overcome the shock of losing arms, or legs or an eye. It sees that red-tape does not stand in the way of the right entitlement to pension. And, for the severely handicapped and the elderly, it provides Residential Homes where they can live in peace and dignity.

Help BLESMA, please. We need money desperately. And, we promise you, not a penny of it will be wasted.



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WHO GAVE — PLEASE'

TOP-FLIGHT GARRICK MAKES IT A DOUBLE

Proud parents when the Queen and Duke of Edinburgh went to BRNC Dartmouth for the passing-out of Midshipman Prince Andrew included the mother and father of twin sons now serving in the Royal Navy.

The twins are Sub-Lieutenants Garrick and Kevan Beats, and they and their parents were presented to the Queen at the reception which followed the passing-out parade.

"It was a very memorable occasion during which the Queen complimented the twins' mother Betty on their achievement," said their father, Mr. A. E. Beats, of Portchester.

Garrick Beats entered BRNC last September as a pilot and was a member of 93 Flight, with Prince Andrew. He passed out top of the flight, led the squad in the passing-out parade and had the honour of presenting it to the Queen.

Kevan Beats passed out from

Dartmouth as a SL Seaman officer — also top of his class — in April last year when the Duke of Kent represented the Queen. He has since been awarded the Queen's Telescope for the best SL Seaman officer of 1979 and so attended this year's passing out parade to receive the telescope from the Queen.

FLYING TRAINING

Garrick now goes to Seaford Park for survival training and then to R.A.F. Leeming for flying training, while Kevan, who has been serving in H.M.S. Bossington, goes on courses to H.M.S. Vernon.

The twin's grandfathers were both in the Royal Navy. Chief ERA Fred Alner was lost with H.M.S. Fiji off Crete in 1942. Jack Beats, who died 16 months ago, joined the Navy as a tiffy boilermaker in 1919 and retired in 1945 as an engineer officer. He was a well-known Navy sportsman.

The twins' father says he served

in the Navy "for the whole of three weeks" at the end of the Second World War before the Navy realised he had been working at Vosper and would be of more use back there building warships. He is still with Vosper-Thornycroft, where he is contracts manager.

● Royal Britannia — Page 31.

Thanks from Gib.

From Gibraltar comes a letter from a naval wife expressing thanks for the action taken on her behalf when her mother became ill and was taken to hospital in Portsmouth.

"May I through Navy News thank all the people responsible for my flight home from Gibraltar when my mother was taken ill recently," wrote Mrs. Daphne Hynes, wife of POMA T. B. Hynes. "The naval authorities and Welfare were kindness itself. Thank you all very much."

**Navy
News**

No. 310 26th year
Editorial and business
office:
H.M.S. Nelson,
Portsmouth.
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Portsmouth 22351
exts. 24194 and 24163
(editorial)
ext. 24226 (business).
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for buying quarters

PART OF HOUSING AID PROPOSALS

Continued from Page 12

This has played its part in the easing of pressure for married quarters and the dwindling of quarters waiting lists until a time when members of local communities have begun to take note of the numbers of quarters standing vacant — although not necessarily surplus.

In addition, the number of furnished hirings for the Navy has dropped away over recent years.

Altogether, the Services now have about 21,000 MQs vacant in the United Kingdom. Surplus quarters are being steadily sold, although in some parts of the country they are in places where this is not practicable.

Calculations

But it is a situation needing careful calculations and, inevitably, has some imponderables. Patterns can change. Establishments alter size or even move, new ships join the Fleet, while others change base ports. That is the type of consideration which must go into deciding how many properties to let go.

Criticism could well follow if large numbers were rapidly sold and future years brought shortages — or even the need to build more.

Until now, surplus quarters have found their way on to the open market with no special consideration for Service personnel. Increasingly, however, voices have been raised urging some Service priority in the matter and now it looks about to materialize.

Mention of this was made in last month's Navy News, and the new Defence White Paper puts it this

way: "We are planning to introduce a scheme which will enable Service personnel to purchase surplus-married quarters at a discount in line with the arrangements proposed under the new Housing Bill."

It will make welcome reading for many, and news of the extent of the scheme and its details will be awaited with interest.

Meanwhile, much interest in home ownership among naval personnel continues generally. The White Paper says: "Although for operational reasons the three Services adopt different attitudes towards the housing of married personnel, no Service can ignore their increasing and understandable desire for home ownership."

Nevertheless, home ownership is difficult to reconcile with the demands of Service life, especially in the Army and Royal Air Force. We are looking at possible schemes which will help Service personnel to buy their own homes and at the same time make it easier for them to accept the regular moving and travelling that the job entails.

High hopes

As many readers will recall, the Navy's LSAP scheme was given a boost when a number of improvements was announced a few months ago, and hopes have been running high over announcements of further improvements.

Further illumination of the situation is provided by the statistical section of the White Paper.

In the United Kingdom the



Royal Navy had 15,914 in Service married accommodation (permanent holdings) in 1979, much the same figure as four years earlier, while furnished hirings had dropped over that period by about 1,000.

Estimated number of house owners among married male personnel in the Navy in 1978 was 20,710 and the percentage of married men owning houses was 59.6 (compared with 44.9 in 1970).

The 1978 figures also show that 85.3 per cent. of married officers of the R.N. owned houses and 53.3 per cent. of ratings.

Overall figure of house ownership among married men in all the Services in 1978 was 32.7 per cent.

WIVES VISIT CHINA

A visit to China by three naval wives is described in a letter from Mrs. Margaret Walsh, writing from Portsmouth.

"We travelled from Hong Kong to Macau by hydrofoil, and then by mini-bus which took us through the frontier and on a tour beyond."

"The Chinese people were most welcoming and were especially delighted to see five - week - old Jane Seath and made a huge fuss of her."

Jane was accompanied by her mother, Katherine, wife of Lieut.-Cdr. Ted Seath, first lieutenant of H.M.S. Tamar; Jennie Roberts, wife of Lieut. Ian Roberts, commanding officer of H.M.S. Yarrnton; and myself, Margaret Walsh, wife of Lieut.-Cdr. Ted Walsh, of H.M.S. Osprey.

"We can personally recommend the trip — it was like being transported 50 years back in time!"

Mrs. Walsh adds that Baby Jane must be one of the R.N.'s youngest "ambassadors."

Fair raised £20,000

Last December's Park Lane Fair in aid of the Forces Help Society and the Lord Roberts Workshops raised a total of just over £20,000, and the organisers wish to thank all who helped.

Married quarters in Gibraltar were among places on the visiting agenda when Navy Minister Mr. Keith Speed called at the Rock. Here he visits the Cormorant mobile home of LSA Barry Lacey and Mrs. Marlene Lacey. During his stay in Gib. Mr. Speed also called at the R.N. Hospital, the Dockyard, H.M.S. Rooke and H.M.S. Calpe, the R.N.R. headquarters.

Picture: LA(Phot) Colin Morgan.

The eggs factor

To ensure underprivileged children in the Medway towns did not go without a customary Easter egg, members of St Mary's Naval Wives Association, Chatham, collected money. A group of the wives are pictured with NSPCC Officer Norman Beggs (left), who distributed the eggs to the children. In addition to the eggs on view there are more in the box, presented by Mrs. Margaret Easton, chairman of the Wives Association.

BUSY NEEDLES AID CHAPELS

The response to an appeal for embroidered kneelers for Britannia Royal Naval College chapel, Dartmouth, has been so good that over 200 kneelers are finished or being completed.

The embroiderers, from Majorca to Scotland, include serving personnel, their relatives and groups such as the Preston Paignton Over 60 Club, the Bristol Girls' Nautical Training Corps and the Sea Rangers Association.

About 100 more kneelers are required to complete the project. Volunteers are also needed to work on those kneelers which have been given a particular dedication by people who cannot embroider.

The plan is to have a Kneeler

Service in the chapel on Sunday October 19 for all who took part in the scheme.

St Trinians

A seven-piece band provided music for the St Trinians Night organised by members of the R.N. Community Centre, Tamerton Foliot, Plymouth. The club, gaining in strength, has a full social programme planned for the coming months.



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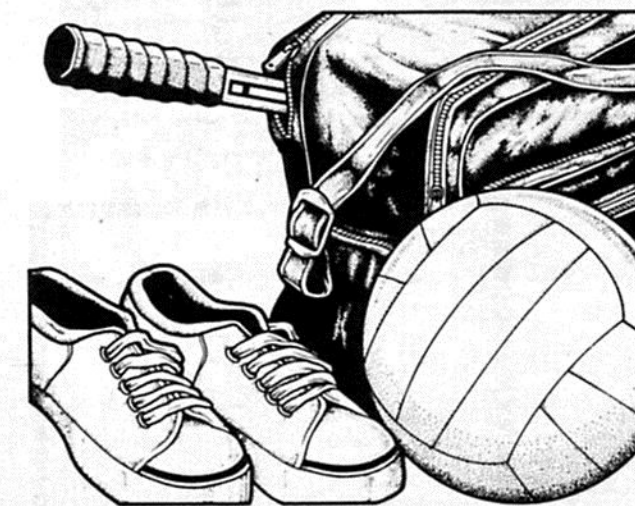
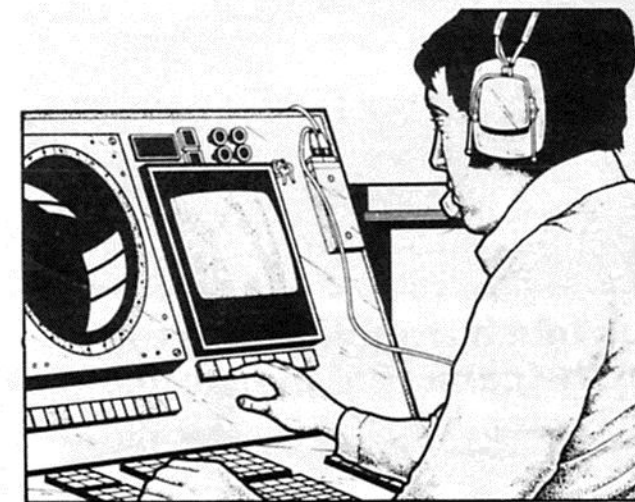
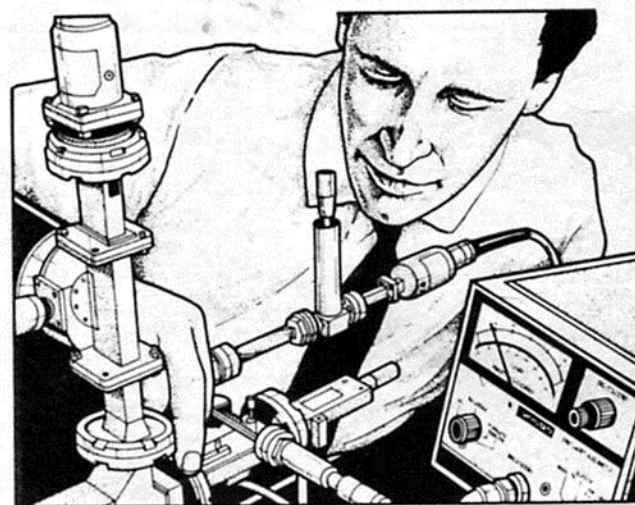
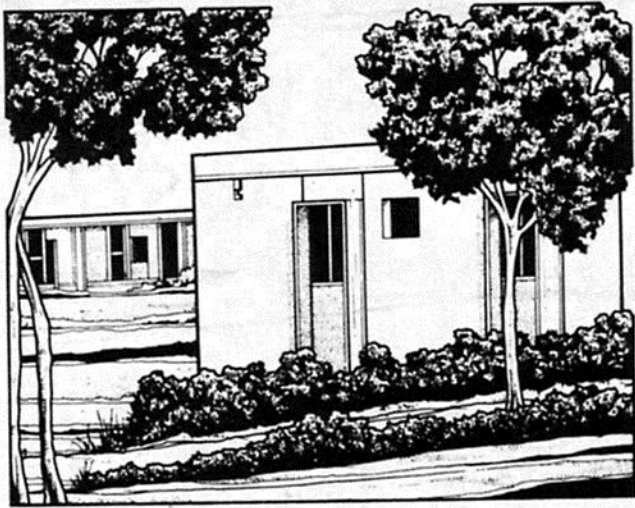
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ARMING OF WRENS STILL A LONG WAY OFF

While Wrens may be getting greater job scope to relieve manpower shortages and improve their career opportunities, it doesn't look as if they are about to take up arms.

The possibility of arming Britain's Servicewomen was widely reported after featuring in April's Defence White Paper. This said that the Navy was planning to employ WRNS officers in a wider range of

specializations and to assign WRNS ratings to shore wireless and electronic maintenance posts.

The document goes on, "If, however, we are to be able to make the fullest use of women in the Services, we must reconsider and perhaps revise our traditional attitude to allowing them to bear arms."

If arming women with personal weapons at all was acceptable, questions to be

resolved included whether it should be limited to self-defence or whether it might be extended to a base defence role; also whether arming should be voluntary or compulsory.

However, any practical involvement of the WRNS is "unlikely to be immediate," says the White Paper.

"Male R.N. personnel carry arms only

rarely (when, for example, they form part of a ship's or establishment's security patrol). It follows that the wider employment of WRNS is not critically dependent on arming them.

"As a quite separate question, the Royal Navy is examining the scope for employing WRNS on operational duties, short of combat, to relieve manpower shortages and improve their career opportunities."

DEFENCE WHITE PAPER

Peace . . . at a price

'EXPENSIVE NECESSITY'

Peace and security cannot be expected free of charge. It was a theme running through April's Defence White Paper, which spelt out costs of some of the naval development and production programmes which play their part in a total defence budget in the coming year of £8,000 million (at 1979 survey prices), but estimated to top £10,000 million at 1980-81 levels.

This will represent an increase of about three-and-a-half per cent. in real terms compared with the expected figure for 1979-80, and in the following years the Government plans levels consistent with the NATO target of three per cent. increases in real terms.

"Defence is and always has been an expensive business," says the White Paper "and we would all much rather spend the scarce resources it takes upon more direct benefits like housing, education, health, improving our environment and personal expenditure."

"But the hard fact is that defence spending is not an alternative to policies of this kind. It is an essential pre-condition for them — or at least for having any assurance of enjoying their fruits."

On Britain's contribution to NATO's nuclear forces, the White Paper says that with completion of the Chevaline project at hand, the Polaris force will remain effective into the 1990s.

"The Government is considering possible systems to replace it thereafter and a decision will be taken soon."

At a Press conference the Defence Secretary (Mr. Francis Pym) said he hoped this would be taken within the next few months. It was an important and difficult decision, he said.

The White Paper said that on average over the past decade the Soviet Union has launched a new nuclear-powered submarine every six weeks, whereas the Western nations have on average launched one every 13-14 weeks.

Under the heading of Theatre Nuclear Forces, it is reported that Britain's contribution to the NATO systems includes depth

Estimated cost of development and production programmes include:

Sting Ray lightweight torpedo£920m.
Sea Eagle air-to-surface anti-ship missile£350m.
New sonars for surface ships and submarines£170m.

Examples of defence orders placed in the past year:

Nuclear-powered fleet submarine£140m.
Type 42 guided missile destroyer£85m.
Seabed operations vessel£80m.

(In all three instances the cost includes weapons systems and equipment to be fitted).

bombs which can be delivered by Royal Navy helicopters.

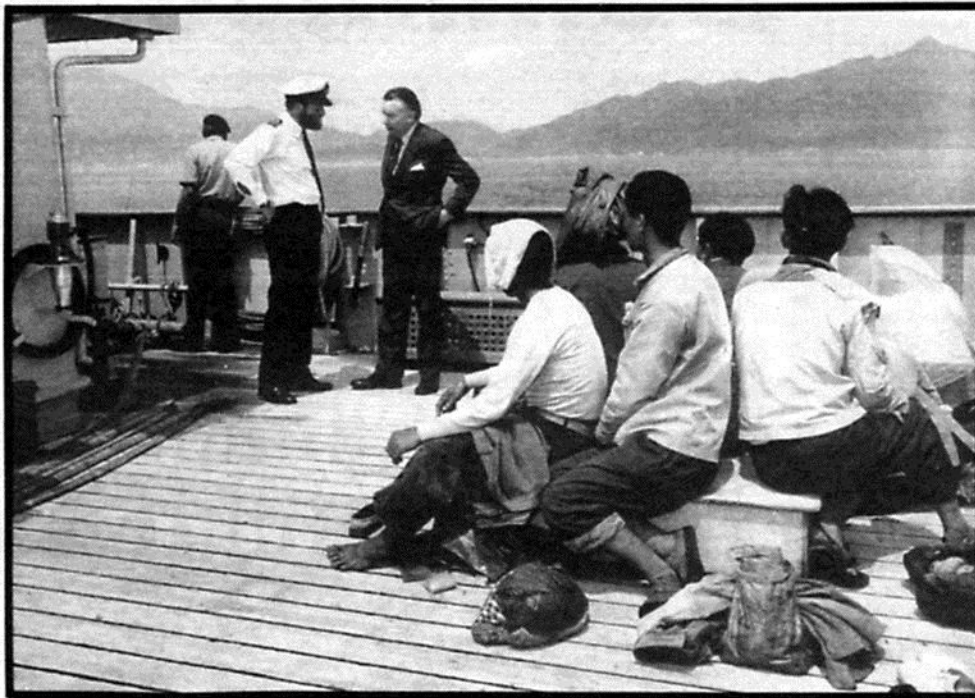
The eleventh nuclear-powered fleet submarine, H.M.S. Spartan, has entered service. Sixth and last of the Swiftsure class, H.M.S. Splendid is due to be accepted towards the end of the year. Three submarines of the new Trafalgar class have been ordered and it is planned to order another this year.

Six Type 42s are now in service,

it is reported. The seventh is due to be accepted into service this year and seven more have been ordered. The Type 42 has the Sea Dart system, which is also to be fitted in the new anti-submarine carriers, and some improvements are planned for the system.

Orders have been placed for the fifth and sixth of the Type 22 frigates and further orders are planned.

Over the next few years the



After visiting China, the Defence Secretary (Mr. Francis Pym) returned to Britain to present the White Paper, en route making a two-day call in Hong Kong, where he visited the British Forces.

He embarked in H.M.S., Beachampton, of the Royal Navy's Hong Kong Squadron, to see operations at sea to counter illegal immigration into the colony. The patrol craft had just arrested 31 illegal immigrants from two sampans in the Mers Bay area.

Mr. Pym also visited the border with China, where he was briefed on operations and watched demonstrations by troops.

The White Paper mentioned last year's reinforcement of Hong Kong and said that among forces sent this year after another increase in illegal immigration was an R.M. Small Boat Squadron.

Royal Navy's mine warfare capability will be modernised and strengthened with the introduction of the new Hunt-class vessels, which have the dual role of minehunting and minesweeping.

First of the Hunt class has entered service and the second has been launched. Three more are on order and more will be ordered shortly.

"We intend to order a new class of minesweeping trawlers and we are looking at the possibilities of using hovercraft in the mine-countermeasures support role."

"We are also planning to modernise our mines and to develop new types for defensive and

protective mining."

The R.N.R. currently mans six MCM vessels and will in due course man the new minesweeping trawlers.

Amphibious

R.F.A. Bacchus has been retained to support amphibious operations. Detailed work on plans to convert RFA Tarbatness for amphibious task revealed that the cost would be much higher than originally expected and the conversion is no longer considered cost-effective. Alternative means of providing this capability are being examined.

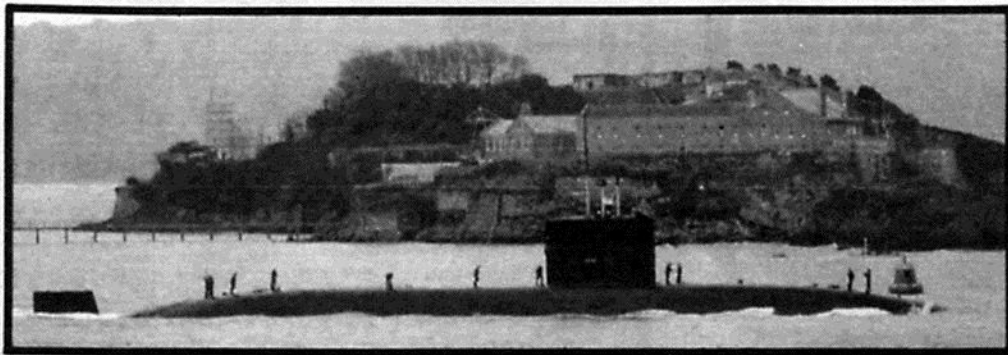
The programme to develop the

Sting Ray lightweight torpedo is making good progress and an initial batch of production weapons has been authorised.

Answering a question on the possibility of building cheaper, less sophisticated — but more — ships, Mr. Pym said this had been considered.

If it were possible to produce simpler ships so that you could have more, there might be an advantage but the point was, could you produce such a ship capable of doing the job?

With increased sophistication of weapons we must be sure we did not arm our ships inadequately to cope with the threat.



H.M.S. Spartan, the eleventh nuclear-powered Fleet submarine, pictured when she arrived at Devonport to join the Second Submarine Squadron. Picture: H.M.S. Drake Photographic Section

AIM IS 'A FAIR REWARD'

Mentioning the "substantial manpower problems" of the Royal Navy, the Defence White Paper says that during the past few years it has lost some of its most able and experienced men.

Referring to the Services generally, the White Paper says, "In 1977 and 1978 increasing numbers of experienced and well qualified officers and Servicemen chose to leave prematurely. The Services could ill afford to lose them."

On pay it is stated, "We will allow the concept of the Military Salary based on the AFPRB recommendations to operate as it was intended, and we believe that the Services should have every confidence in it."

"The Government believes that this provides the best means of fulfilling the objective, which is to ensure that the Services receive a fair reward and one that is sufficient to attract and retain people of the high quality needed."

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HELPING HANDS

Join The Great Walk!

There's nothing like a stroll in the country to bring the colour to your cheeks. Now H.M.S. Nelson is organizing one which could make you richer, to boot.

"The Great Walk," a sponsored event at Queen Elizabeth Country Park, near Petersfield, Hants, in aid of King George's Fund for Sailors, will produce not only a healthy glow in the participants but also premium bond prizes of up to £25.

It won't necessarily be a walk-over, however — entrants can plod around a circular route for anything up to 24 hours, starting at 11 a.m. on Saturday, June 7.

The walk is open to individuals and teams of all age groups from ten upwards and details can be obtained from Lieut.-Cdr. John Muxworthy, "The Great Walk," H.M.S. Nelson, Portsmouth (telephone Portsmouth 22351 ext. 24248).

More R.N. aid for Dominica

More Royal Navy help has been given to the hurricane-shattered island of Dominica, seven months after the rescue operation by H.M.S. Fife.

This time the aid came from H.M.S. Birmingham, on a ten-week deployment in the Atlantic and Caribbean. Members of the ship's company helped to paint and

restore the children's hospital, repaired the general hospital, repaired a police launch and removed underwater obstructions from the harbour.

The Birmingham also provided field catering facilities for the Dominican Defence Force and helicopter surveillance for a British Army team repairing roads and bridges.



● Above: Sailors from H.M.S. Birmingham take a break (with a little help from their friends) from painting and restoring the children's hospital in Roseau, Dominica. The naval element is (left to right): CPO(OPS)(M) Sandy Saunders, AB(R) Nobby Hall, LS(S) Robby Roberts, AB(R) Kev Hadfield, CEM Jock Stuart, SEA(R) Sedge Sedgeman, AB(R) Shep Woolley, and AB(R) Wilky Swords.

Picture: LS(R) Ronnie Corbett.

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MONEY BACK GUARANTEE

When the ship moved on to St Lucia there was more work for her helping hands; her sailors joined the local fire brigade in fighting a serious blaze near the destroyer's berth. But there were lighter moments during the stop-over — such as the visit to the ship by Isla St Clair, Larry Grayson's partner in TV's "The Generation Game."

During the deployment the Birmingham also called on Jamaica, Mayport and New York, receiving a total of 10,000 visitors. She returned to Portsmouth last month for a brief break before continuing exercises in the Atlantic.

Two cheques of £100 have been donated by the patients' and ship's company welfare funds of the R.N. Hospital Haslar to the Wessex Bodyscan Appeal to help provide a scanner for Southampton General Hospital.

The scanner, which detects cancer and other diseases at an early stage, will be used by staff from Haslar who are loaned there as part of their nursing training.

The appeal, launched over a year ago, hopes to raise £1.5m. The scan costs £400,000 and the balance is required for installation, staffing and running costs over ten years.

Ratings from H.M.S. Vernon have taken part in a sponsored run and a darts match to raise funds

for local charities. A team of six runners raised £140 for the Kidney Research Unit of St Mary's Hospital, Portsmouth and the sponsored darts match raised £18.50 to help refurbish the Royal Navy and Royal Marines Children's Home at Waterloo.

Wrens from H.M.S. Dauntless — both junior and senior rates — have been helping their local pub raise money to buy a guide dog for the blind. Trainee Wrens from Victory and Hermes divisions raised £107 during a pancake race which, added to £2,000 raised in the past year, has helped buy a guide dog, a caravan and equipment for a local hospital.

To help buy tilting baths for elderly patients at St Mary's Hospital, Portsmouth, a team from H.M.S. Excellent rowed 15 miles from Whale Island to Langstone Harbour and back in five hours. The rowers, led by coxswain WEA Pincher Martin, were LMEM Reg Viney, AB Taff Evans, LEM Taff Richards, LMEM Mick Ross, and LWEM Gazz Greensmith.

BULWARK'S ACE!



The strain shows as LS Ben Benassi (left) and AB Steve Dowdall (almost asleep) near the end of a carefully-monitored 62½-hour assault on the world non-stop cribbage-playing record during the homeward leg of H.M.S. Bulwark's Atlantic deployment. With the record listed as 60 hours, relevant details of their effort have been forwarded to the Guinness Book of Records for recognition.

Meanwhile this event combined with other sponsored efforts during the deployment to raise £900 for the bus fund at Corben Lodge, the ship's official charity in Portsmouth. After the ship's arrival home a cheque for this amount was presented to the Lodge's resident warden, Mr. Brian Wearne, by the Bulwark's commanding officer, Capt. P. J. Symons, and a group from the ship took Lodge residents on a day trip to Marwell Zoological Park, near Winchester.

GET WISE ON **DCI's**

The aim of this regular feature is to give a general impression of the new Defence Council instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

Manpower unit to disband

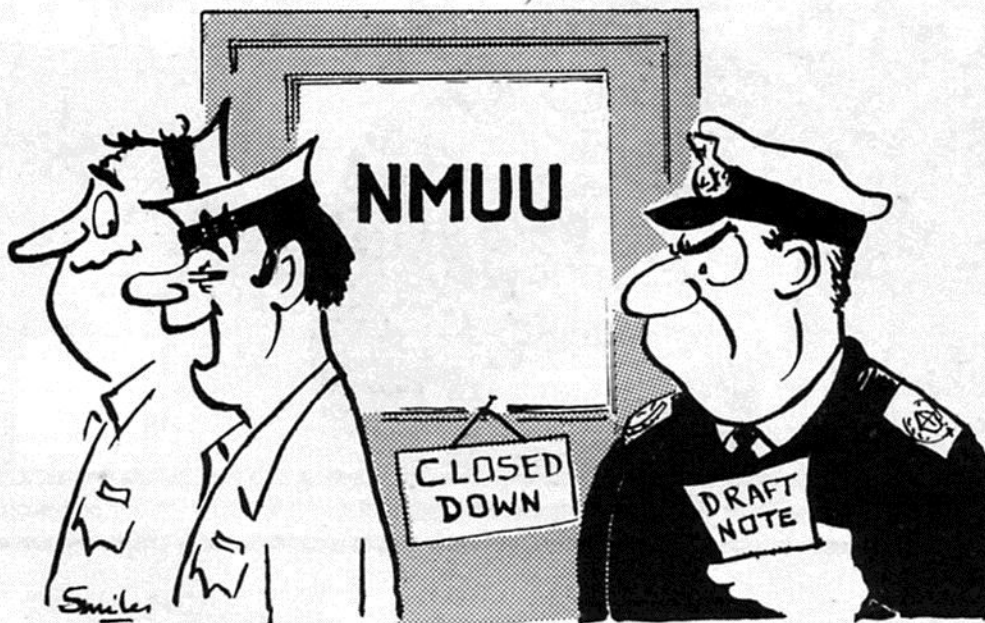
(THROUGH LACK OF MANPOWER)

Because of manpower shortages, the Naval Manpower Utilization Unit (NMUU) is to be disbanded from September 1, 1980, "after giving most valuable service since its inception."

Future surveys within the R.N. will be confined to the capacity available within the Senior Psychologist (Navy) Department, although it has to be borne in mind that this department is also suffering from manpower shortages.

Commands and area flag officers are advised, whenever possible, to conduct any required manpower surveys from their own resources, keeping the Ministry of Defence informed of surveys which may have a Navy-wide application.

DCI (RN) 163



"I believe it stands for 'Now Making Us Useful'."

One last chance!

A single over-age chance to attain wardroom status is being offered to mechanics and direct entry artificers who are unable to fulfil the Service requirements for Special Duty List officer promotion consideration up to the usual age limit "not yet 34."

They are to be given an opportunity up to a final upper age limit of "not more than 38 on the first of the month following promotion." Such candidates will be allowed one only attempt at the qualifying professional examination.

DCI (RN) 171

☆ Zone change

The Admiralty Board have decided that there is no longer a need for the Seaman, Engineer, Supply and Secretariat and Instructor specialisations to have different promotion zones, and that the respective zones should be brought into line.

The change will not affect the planned number of promotions for each batch. Existing career prospects will be maintained throughout and after the transition.

DCI (RN) 196

☆ New limits

For H.M. Forces, revised earnings limits and National Insurance contribution rates took effect from April 6, 1980.

DCI (RN) J 202

☆ Price review

The Fleet issuing prices of Service provisions, daily messing rates and messing supplements have been reviewed, the new amounts being applicable from April 1, 1980. The main price increases are in bacon, bread, cheese, beef joints, potatoes, sugar and condensed milk.

DCI (RN) 162

☆ Discharges

Regulations already allow a rating to apply for discharge not more than 91 days before completing 22 years' reckonable service, for the purpose of taking up civil employment which cannot be held open until the normal date of discharge.

The provision has been extended to allow this earlier discharge for the taking up of a full-time place in a university, college, or comparable institution, if the place cannot be held open until the due date for discharge.

DCI (RN) 167

☆ Booked in

Because the Pay Book (S43A Part I) is no longer carried as a means of identification, pay book wallets are being returned to stores. They will no longer be on compulsory kit lists.

DCI (RN) 209

☆ Cash limit

Following the removal of Exchange Control, any individual may now take any amount of currency notes out of the United Kingdom, but where exchange through Service channels is permitted, the exchange is still limited to £25 per person.

Personnel visiting other countries are strongly advised to make themselves familiar with the exchange control requirements of the country concerned. They may well be different from our own.

DCI (RN) J 125

Keep a record of those inventions

Where inventions are concerned (patentable or otherwise) an Act of Parliament now governs the relationship between an employer and an employee.

An official announcement details regulations and practices for members of the armed forces concerning ownership of inventions, and "compensation" for the use of inventions, on the same lines as the provisions of the Patents Act 1977.

This will mean that all members of the armed forces will be on a footing similar to that of civil servants employed by the Ministry of Defence.

However, despite the compensation provisions, when an invention made by a Service man has been used by the Crown, the inventor may apply for an ex-gratia award in accordance with current Service practice.

The official announcement stresses the need to keep careful records relating to the origin of inventions.

DCI (RN) J 179

Inventors can make real money from their suggestions, judging by the latest list from the Committee on Awards, the top sum being £24,000 shared among four Ministry of Defence personnel.

Naval recipients included the following:

CACMN F. Johnston (£3,000), AMN1 Whitear (£3,000), Lieut. M. H. Purser (£1,000), ELMN(A)1 D. McCaughey (£750), CPO J. Howieson, CPO T. McEvitt (£300), CRS E. J. Silk (£250), Lieut.-Cdr. T. M. Honnor (£250), COEL G. Fleet (£100), CEA(C)1 R. D. Clarke, PO Wren(WA) M. Cull (£100), REMN1 A. J. Baker (£100), OEA1 J. W. A. Bartlett (£75), MEA(H)1 S. A. Ditch (£60), MEMN2 R. P. Dolton (£50), MEMN1 K. R. Brown (£40), A/CELMN(AW) E. G. Batchelor (£25).

DCI (RN) J 180

☆ Salvage

Salvage awards have been made to H.M.S. Torquay for services rendered to the fishing vessel Boston Blenheim on September 16, 1978, and to H.M.S. Active for aid to the motor vessel Sarah Trigon on March 22-23, 1978.

DCI (RN) 170 and 197



"They've paid me to invent a way of getting lost!"

☆ Motoring

As indicated in the March Navy News, changes are announced in the organisation of pre-release resettlement driving training, involving the Royal Naval Benevolent Trust School of Motoring, and Sefton and District Transport School.

From June, 1980, there will be two new centres for heavy goods vehicle driving training — Manchester Transport Training Group and Stafford Transport Training.

All car driving training is to be concentrated at the R.N.B.T. School of Motoring. HGV and PSV courses at Sefton are being phased out.

DCI (RN) 169

☆ ME switch

An announcement last year explained the procedures to be followed by artificers and mechanics who transferred to the Marine Engineering sub-branch from the former Weapons Electrical sub-branch on September 1, 1979, and who wished to undergo cross-training leading to qualifying for full ME charge.

A further statement has been issued to clarify the position of the marine engineering artificer or mechanic (L) who while undergoing cross-training for full ME charge may be considered for promotion to wardroom status on the Special Duties List.

DCI (RN) 193

CAN YOU MANAGE THIS?

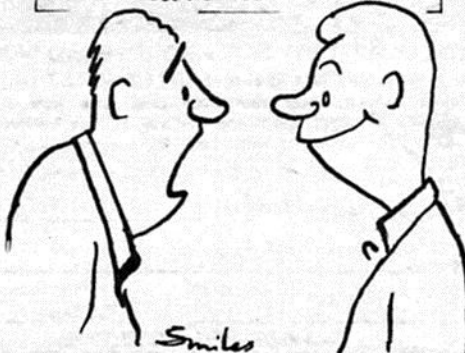
Service experience can be a help for personnel interested in membership of the Institute of Administrative Management, which for 50 years has been the only organisation in the United Kingdom specialising in the promotion of administrative management in the fields of industry, commerce and government. Its membership includes directors, managers, and other executives with administrative responsibilities or specialist functions.

For Service personnel, exemption may be possible in the case of both Part I and Part II examinations, but it is stressed that the normal method of admission to the Institute is by examination, and Service personnel wishing to avail themselves of the full benefits of membership are advised to register as students and prepare themselves to take the examination papers leading to the award of the Institute's diploma.

Examinations are held under Institute arrangements. Tuition is available at some polytechnics and colleges throughout the country and on some resettlement courses. Correspondence courses are also available. The courses qualify for partial refund of tuition fees from Service sources.

DCI (RN) 195

SHOW LEADERSHIP QUALITIES
JOIN THE INSTITUTE OF
ADMINISTRATIVE MANAGEMENT
SEE DCI 195



Kinema welfare donation pegged

Although the gross turnover of the Services Kinema Corporation for the year 1978/79 was £9,499,102 (an increase of 13 per cent. over 1977/78), the operating profit fell from £744,952 to £338,810 and the overall surplus from £916,691 to £618,893.

After allowing for overheads and variation in the market value of investments there remained a surplus of £620,581 (against £992,878 in the previous year).

The donation to Service welfare funds is therefore being limited to £50,000, bearing in mind the capital expenditure programme, increased personnel costs, and the corporation's desire to keep cinema admission charges as low as possible.

During the past year the corporation also distributed a further £4,990 to selected charities.

DCI (RN) J 235

☆ History prize

Award-winners in the 1979 Naval History Prize competition were Lieut.-Cdr. T. K. Martin, Surg. Lieut.-Cdr. (D) N. G. Daws and Lieut.-Cdr. G. T. Reader.

DCI (RN) 168

☆ 846 tops

The Rolls Royce Naval Air Squadron Engineering Efficiency Trophy for 1979 has been awarded to 846 Naval Air Squadron.

The squadron (says the official announcement) maintained a high level of engineering standards and practices throughout the year and displayed a most professional approach to all technical matters while deployed over the full range of the operational spectrum — from the Arctic to the Mediterranean, both embarked and disembarked.

Towards the end of the year the squadron was instrumental in introducing the Sea King HC Mk 4 into front-line service and despite a tight programme, achieved the timely deployment of the first three aircraft to northern Norway for Exercise Clockwork 80.

Runners-up (not in order of merit) were 829 HQ Squadron, 771 Squadron and H.M.S. Falmouth flight.

DCI (RN) 206

☆ Intriguing

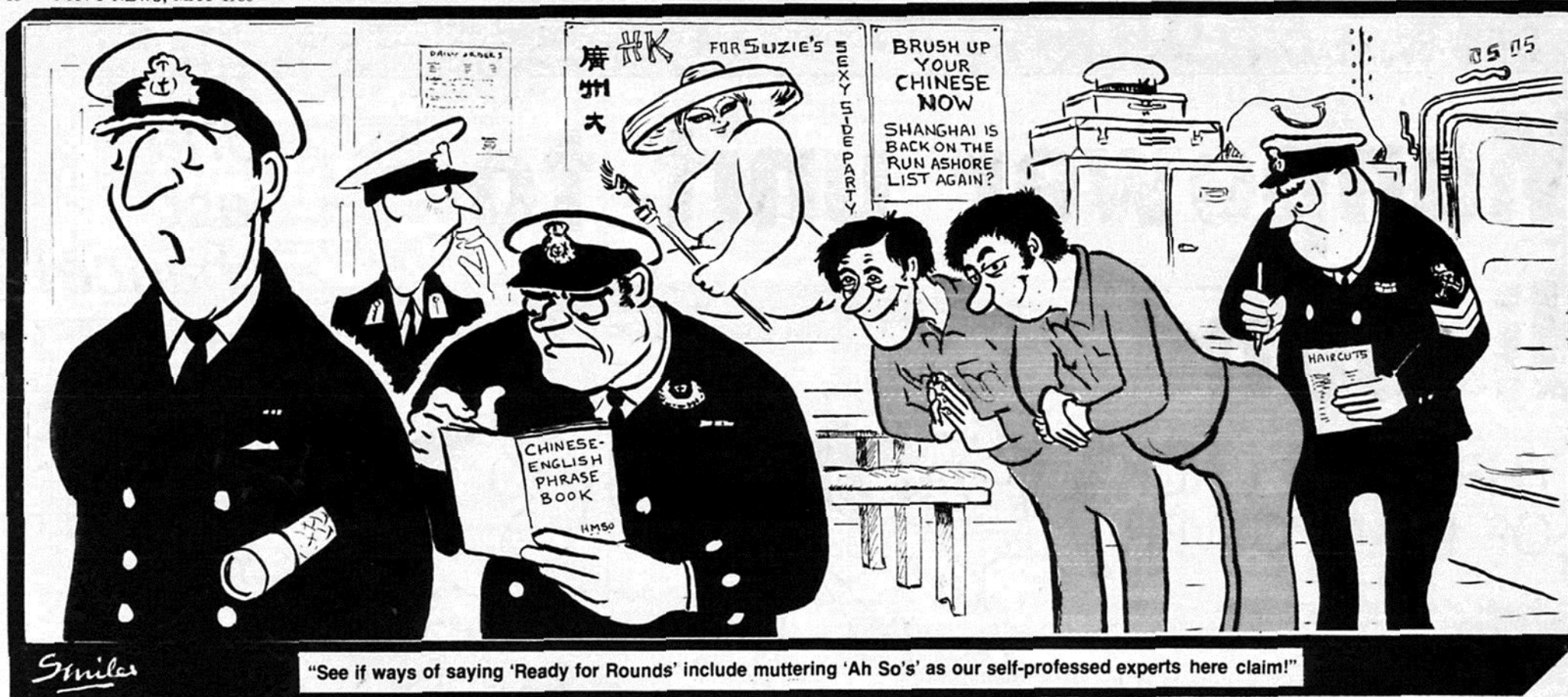
"Pre-History on Dartmoor," "Marine Biology," and "Dental Prosthetics" are among the intriguing subjects available in the latest programme of university residential courses, which also include the more familiar titles relating to computers, management and industrial relations.

DCI (RN) 192

☆ No entries

For the second year in succession there have been no entries for the Shadwell Testimonial. It is pointed out that "hydrographic notes and lines of ocean soundings may be submitted for this award provided they are comprehensive."

DCI (RN) 81



"See if ways of saying 'Ready for Rounds' include muttering 'Ah So's' as our self-professed experts here claim!"

NEWSVIEW

After Polaris: a momentous decision

This year's Defence White Paper encompasses as comprehensive a sweep round the state of our defences as can be remembered for a long time. Some topics were outlined, others dealt with more deeply, including a deal of attention for conditions of service.

References to cost — in reality the price we pay for peace — were refreshingly explicit, backed with a range of statistics. Clearly outlined too was the current position on ships and equipment coming into service with the Navy or soon to do so.

But there are decisions yet to be taken. Biggest of all in the view of many — and one closely bound up with the Navy's future role — centres on a successor for Polaris. A decision of immense importance, it will be taken soon.

Systems choice

Possible systems to replace Polaris have been the subject of much speculation among the pundits as Government and MOD consider the options and systems — a question of policy and complexity affecting the whole of Western defence and needing the right decision.

Naturally, the Navy in general — and the Submarine Service in particular — await the outcome with great interest although, by the nature of modern technology, decisions only become translated into operational hardware many years hence.

A few eyebrows were raised recently with the disclosure of existence of the Chevaline project which enables the Navy's Polaris force to remain effective for at least another decade. Even now, only the broadest outline can be sketched.

Dedication

One thing, however, is clear. Should long-term choice of a new strategic force involve the Submarine Service and the building of a new class of nuclear subs., the Navy men will carry out their duties with the same skill and dedication they have shown in their Polaris patrols over the past decade or more.

There have now been well over 100 individual patrols and, as Defence Secretary Mr. Francis Pym said recently, there has never been a moment's intermission in standing readiness on station.

It was difficult to imagine a higher tribute than that to the professionalism and efficiency of the Navy and our submariners.

Sailor's lament

"Not enough hours in the day" — it's a lament to be heard from all quarters in today's Navy.

"I really wanted to be a vicar." So says the buffer, wiping his fevered brow and repeating the lament as all his hands disappear into the dark seclusion of the Ops. Room for the third time in the day.

It would appear at times that the lament is true and it does not only apply to the seaman's world, or should I say Operations Department. With numbers in the Navy reduced and tasks increasing, every man now has to do several jobs, whereas in the "old days" there were enough men to allow for "one man, one job."

Was the "old Navy" better, I often ask myself.

I can't go back as far as some members of my ship's company, especially when they talk with affection about three-funnel cruisers, but my first ship was a converted Bay class frigate fitted with triple expansion steam reciprocating main engines, and a top speed of 16 to 18 knots downhill with the wind behind her and the fo'c'sle sail up.

Happier days

She had wooden decks which the first lieutenant took great pride in keeping spotlessly white — and the buffer's seamen in those days did not have the modern equipment which the sailor is given today. Woe betide any member of the Black Hand Gang who walked or spilled FFO over that beautiful white wood. We had to do our own boiler cleans as TCV's were unheard of unless you were a fleet carrier, and "paint ship" was a whole ship evolution.

Despite these tasks and many others now done by the Royal dockyards, in my opinion Jack in those days appeared a lot happier. He worked hard and played hard, money didn't seem an important part of his life, not that he had much anyway. When he had some, he spent it, and when he was broke he didn't go ashore.

Conditions in the messdeck were a lot worse than they are now, with very cramped space, sleeping in hammocks, on messdeck tables and under them.

Tidier, too

There was a way out from that standard of living for our "old" sailor, and I am not referring to notice engagement. Jack didn't have it that easy. What he could do was look at the next rate up, and the one after that, even at the wardroom. He knew that if he were to achieve the senior rates' mess he would have "perks and privileges" he didn't get. For example — and the reason he had a small locker — he was not allowed ashore in civilian clothes. And couldn't go ashore unless he fell in with libertymen.

I accept that standards and values have

*Do Jack's
"perks and
privileges"
act as a
disincentive to
promotion?
So asks this
letter from a
seagoing Fleet
Chief Marine
Engineering
Artificer (P)*

changed but at least Jack went ashore tidy in those days. Senior rates messes were a vast difference in standard from the lower deck.

I am not advocating we go back to the "old" days, but today's sailor seems to want all the "perks and privileges" long before he has committed himself to the Service and before he has really earned them.

"Rank hath its privilege", they say. All too often the extra rate means a lot more work and responsibilities but because Jack now has a lot more privileges, the extra rate doesn't increase those privileges.

"Why increase commitment to the Service for something you already have?" is the question now asked.

Erosion of privileges over the years is probably why the junior rate won't go through for leading hand and ultimately to senior rate; similarly why the first class technician won't go through for chief artificer.

In my opinion it is also largely due to the promotion structure of skilled and non-skilled branches being aligned. Unfortunately this is probably because of the change in the industrial

world where a labourer can earn as much as the skilled man and he considers it a right.

Another example is that the rank and privilege of the chief tiffy (or the old CERA) has been considerably reduced. He is now considered in some circles the equal of other CPOs, although in most cases he has taken far more qualifying examinations and been a CPO a lot longer than the other members of the CPOs' mess.

Fewer duties

When some junior officers are tempted to say, "Because I do duties, so should they," it might help to remember that as their rank and responsibilities increase, their actual duties decrease. On attaining the rank of commander, they won't do duties anyway.

To say to a man who has kept watches all his career and duties one in four for the same number of years, "Go through for the higher rate and keep duties because I do," is not exactly encouraging him.

He should expect not to have to keep duties when he achieves the rank of chief artificer. When the job demands he stays, probably working longer hours and keeping more unofficial duties than any of his unskilled counterparts, be they in the wardroom or the chiefs' mess.

Better messing arrangements are now very marginal, because of high technology, the increase in the number of senior rates has not led to any similar increase in allotted space.

Encouragement

For the future it would be nice to see more people commit themselves to the Navy, although it is policy to allow Jack the right of discharge by notice. While I must admit I do not agree with this, it is to be. So it is up to those of us who are committed to encourage those that are not, to do so.

I feel sure that if a man stops forgetting when he is being "let out," gets on with the tasks in hand, and commits himself to his ship and ultimately the Service, the Navy could once again be enjoyable. If you have a contract — be it for 18 months or three, 22, 27 or 32 years — it is a contract which you are duty bound to honour until the day you leave the Navy.

"A fair day's work for a fair day's wage." You can't fight for change and the things you believe in standing outside Nelson gates.

I would like to see all those not committed, and some of those who are, forget about "ROMFT." No doubt we shall still be lamenting the first words of this letter in the year 2000. One can always say, "Not enough hours in the day, but I've always got tomorrow."

Let's see more commitment

HARD WORK AND HARD PLAY FOR EXERCISE SHIPS

SPRINGTRAIN STEAMS IN...

Springtrain 1980, the annual tactical exercise which gives the Fleet an opportunity to practise live firing in the safety of a large chunk of ocean, took place in the Eastern Atlantic and Gibraltar sea areas.

In overall command was the Flag Officer Second Flotilla, Rear-Admiral Peter Stanford, who flew his flag in H.M.S. Kent.

Broadsword took the minor unit prize. The most grueling event, as always, was the Rock Race, in which LMA Meadowcroft led H.M.S. Rooke to victory.

Other surface ships taking part were H.M. ships Birmingham, Broadsword, Ajax, Phoebe, Scylla and Active. Also involved were the submarines H.M.S. Courageous, H.M.S. Porpoise, H.M.C.S. Onondaga and H.M.N.I.S. Tonijn, and the R.F.A.s Olna, Tidespring, Fort Austin, Lyness and Black Rover.

Olympiad

Half way through the exercise the ships headed for Gibraltar for a week-end break, although for the sportsmen — volunteer and pressed — it was hardly a break.

The annual Springtrain Olympiad was a marathon of activity, involving 11 ships in six different sports. Fortunately, miserable weather which had threatened to disrupt the week-end relented.

Sportsmen — and a harbour full of British warships — were able to bask in warm sunshine.

H.M.S. Rooke won the major unit trophy and H.M.S.



H.M.S. Active in the foreground with (from the front) H.M. ships Kent, Ajax, Scylla and Phoebe entering Gibraltar Harbour during Springtrain 1980. H.M.S. Broadsword is alongside in the top left of the picture.

Left: AB Michael Cron tries to sign up a new shipmate in Gibraltar, but the Barbary ape seems more interested in taking the biscuit...

Apollo tackles a mole

While H.M.S. Apollo was having defects ironed out at Gibraltar the ship's navigator, Lieut. Leo Patrick, was asked by the dockyard authorities to survey the seaward side of the famous — or infamous! — detached mole.

Object of the exercise was to bring the detached mole back into use as a laying-up berth for merchant ships, so increasing dockyard revenue.

The opportunity to carry out an interesting task during the ship's extended period alongside was eagerly seized. Dusted-off sextant in one hand and sounding lead in the other, Lieut. Patrick and his intrepid yeoman, AB Roy Craft, "swung" into action.

LITTERED SEABED

They discovered that the seabed was littered with objects ranging from old lorries to bedsteads, so the ship's diving team was called in to locate, record and mark the dangers to navigation for subsequent removal.

Despite poor weather which caused several dives to be cancelled, the survey was completed well before the Apollo left Gibraltar for passage home to Devonport.

The final part of the survey was to carry out a number of sounding runs in the old paddle-tug Grinder.

Peterel's eeling powers

There was something very fishy about H.M.S. Peterel's visit to Guernsey — namely a 5ft. 7in. conger eel hooked by a member of the ship's company.

The navigational training ships at the Britannia Royal Naval College, H.M.S. Peterel and H.M.S. Sandpiper, were storm-bound in St Peterport when MEM1 Stephen Rendell made the catch that almost broke the Channel Islands record for conger.

A Plymouth Command Angling Association member, he landed the 30lbs. eel after a 20-minute battle in darkness from the jetty where the ships were berthed. It was just 8lbs. short of the record and won for Stephen a fishing reel in the Angling Times Fish of the Month competition.

As for the conger it was last seen on a fishmonger's slab, and marked at 50p a lb.

Drummed to action stations

A hunt for wayward drums of ammonia and circumnavigation of Britain were among the features of H.M.S. Stubbington's first patrol since her short refit.

Total mileage clocked up was 6,162 during the fishery protection vessel's eight-week patrol.

On her travels she visited the Isle of Man, Liverpool and Whitehaven — and made her first visit since May last year to her affiliated village of Mevagissey, Cornwall. There the ship's company held its own in most of the indoor sports organised to celebrate the occasion.

TARGET PRACTICE

Some unexpected target practice came the Stubbington's way when she found 40-gallon drums of ammonia, probably lost overboard from a freighter and drifting south of the Lizard.

She was asked by Falmouth Coastguard to dispose of them and, assisted by a Wessex helicopter from Culdrose and a fishery patrol Sea Devon, she located 21 of the drums, sinking them by small-arms fire.



Forty fly out to aid Hecate

Forty members of Chatham Mobile Fleet Maintenance Group were flown to Trinidad to help with work during H.M.S. Hecate's assisted maintenance period at Chaguaramas.

The maintenance team, led by Lieut. Eddie Mack, were not the ship's only transatlantic visitors: wives and families took the opportunity of the Hecate's 17-day stopover to visit their menfolk.

The survey ship's sports teams played matches against Trinidad and Tobago Coastguard, the Defence Regiment and civilian sides. Two expeditions to Tobago were organised by Sub-Lieut. Jeff

Faulkner and Sub-Lieut. Craig Marcombe R.A.N.

The ship's Caribbean visit came after working in mid-Atlantic during weeks of continuous bad weather, her buffeting broken only by a four-day call on Ponta Delgada in the Azores.

Shore party

After her Trinidad trip the Hecate was calling on Bridgetown, Barbados, where she was leaving a detached party under the command of Lieut. Bob Wilson. The shore party was conducting a two-month survey of parts of the island while the ship continued her work in mid-Atlantic.

Shark-fin soup tonight...? LWEM(R) Shiner Wright with a pair of sand sharks caught off Tobago during H.M.S. Hecate's Caribbean visit. Picture: LA(Phot) D. Hayward

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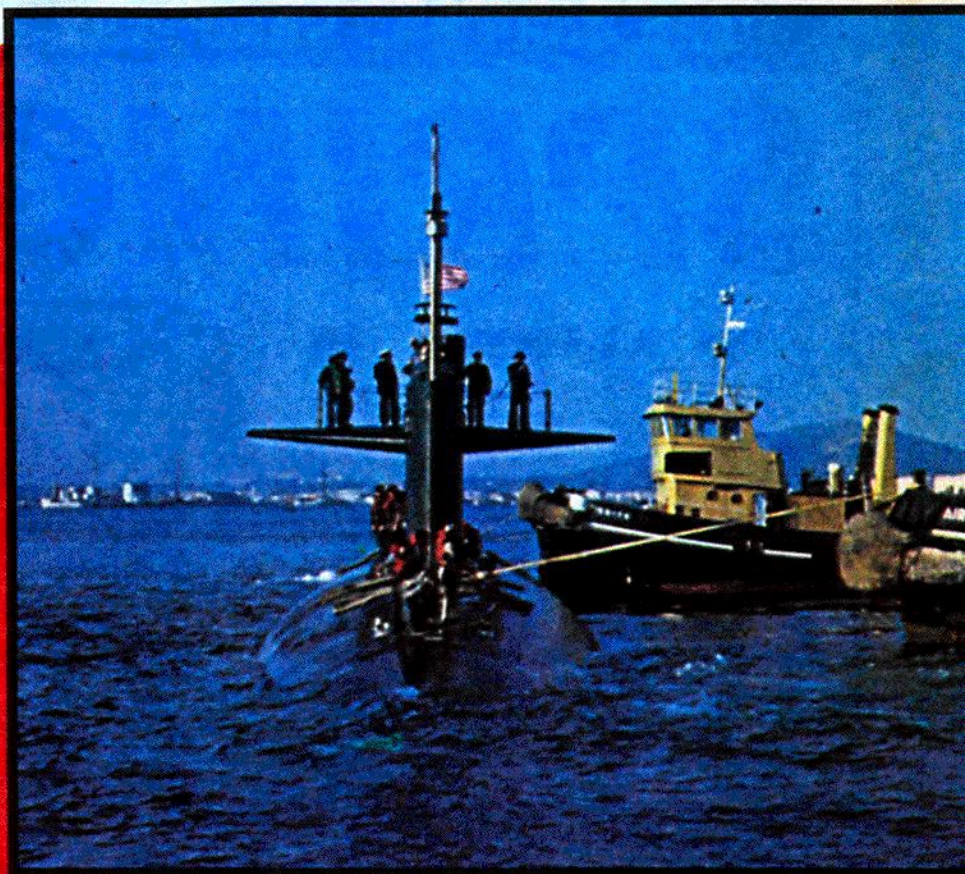
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The fleet behind the Fleet

R.M.A.S. tugs Airedale and Edith berth the nuclear-powered submarine U.S.S. Jack when she arrived at Gibraltar for emergency docking. The tugs are controlled here from the boat's diving plane by senior pilot Mr. Bob Ware, and are specially fitted with rubber fendering below the waterline for pushing submarine hulls. In contrast, in the background, is one of the oldest tugs in the Service, R.M.A.S. Cyclone, launched in 1942 and the sole survivor of a class of eight.



Plying back and fore to carry out their business in the small waters of Royal Naval harbours, the vessels of the R.M.A.S. excite curiosity rather than awe among casual observers.

The black and buff craft come in all shapes and many sizes, and some of their names sound almost impudent — Cockchafer, Scarab, Audrey, Daisy, Spaniel, Corgie and Rollicker.

Not for them the glamour of the grey warriors they tend, but glamour is not what they seek. Known as the "Can-do" organisation, the R.M.A.S. has pride in professionalism and stamina; it keeps the Navy going and that's enough.

Its vital tasks often range far beyond harbour — testing the Navy's most sophisticated new equipment, combating oil pollution, providing salvage and ocean towage for the R.N.

Although the R.M.A.S. rarely makes headlines itself, it often has a part to play in events that do: the Cod War, the Amoco Cadiz disaster, the recovery of the R.A.F. Tornado aircraft which crashed in the Irish Sea, and many other incidents and emergencies.

The organisation's ten mooring and salvage vessels, misshapen by huge "horns" which stand out over the bows,

are ugly ducklings perhaps. But they are by no means weaklings, being able to lift up to 200 tons.

While carrying out their day-to-day work they are ready, day or night, to undertake naval salvage tasks.

That readiness is illustrated by the story of an R.M.A.S. salvage expert who, immaculately dressed in a dinner jacket, reported for duty on board a hired trawler. He had left a dinner dance on being called in to help recovery of a top-secret Tomcat aircraft lost overboard from a U.S. carrier.

● Oil spillage

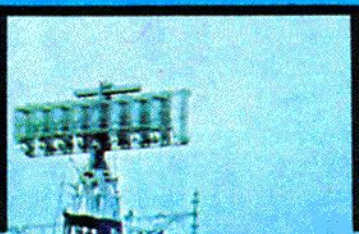
Also ready to sail within hours' notice are larger, harbour tugs permanently equipped to deal with oil spillage — as they did in the cases of the Torrey Canyon, Amoco Cadiz and Pacific Glory.

In service since Samuel Pepys's time

The R.M.A.S. is a young organization, but its roots go back to Samuel Pepys's time. All the harbour support services were brought together in 1958 to form the Port Auxiliary Service which, from 1970, existed alongside the embryo R.M.A.S. until their amalgamation in the mid-Seventies.

The Service has its own flag — a blue ensign defaced in the fly by a yellow anchor over two wavy lines, while the distinctive black and buff colouring of its vessels recalls Royal Navy livery before the days of battleship grey.

Below — The Tribal-class frigate H.M.S. Tartar being assisted into Portsmouth Harbour by the tug R.M.A.S. Confident. She is one of a class of tugs ready at short notice to deal with major oil spillage.



NERVE-CENTRE AT FOXHILL

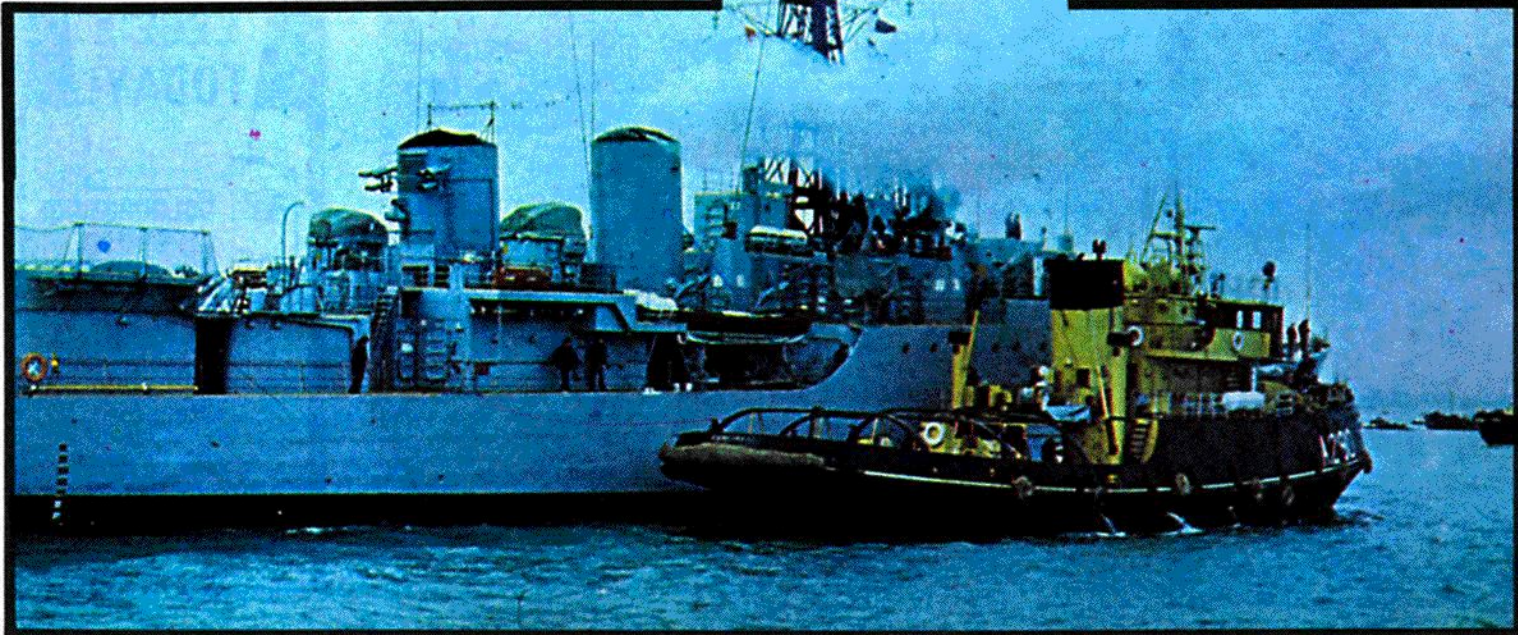
Nerve-centre of the Royal Maritime Auxiliary Service is at Foxhill, Bath, where the headquarters staff keep tabs on the Service's vessels. Headed by the Director of Marine Services, Capt. L. W. H. Taylor R.N. (retd.), they co-ordinate and administer the

day-to-day life of the organisation, and plan the major operations.

Each Royal Navy port in Britain has its R.M.A.S. set-up, headed by a shipping master who is on the staff of the Captain of the Port. The civilian-manned fleet has 612 officers and 2,152 ratings, 17-year-old

junior seamen being on the lowest rung of a ladder which can lead to a master's certificate and further.

A bosun may qualify as a Marine Service Officer IV, and progression to MSO I could give him command of one of the Service's larger ships or provide





1970-1980

This year sees the tenth anniversary of the first use of the title Royal Marine Auxiliary Service, formed on September 1, 1970 by the grouping under one flag of a number of Ministry of Defence civilian-manned vessels. When the larger Port Auxiliary Service was brought under the R.M.A.S. title in 1975, the combined organisation could boast the largest fleet in the country, with 426 self-propelled vessels and more than 250 lighters. In this special article to celebrate the Service's first decade, Navy News examines the role of the fleet behind the Fleet...

SHEPHERDS OF THE HARBOUR

Based at Devonport, Portland, Portsmouth and Rosyth, they carry 4,000 tons of concentrated detergent which produce 40,000 gallons of dispersant. During the Amoco Cadiz disaster vessels drawn from the anti-pollution force spent most three weeks battling to contain the massive spillage, while several Fleet tenders stood by, ready to go to the aid of the threatened Channel Islands. Larger tugs in the 1,630-ton Roysterer class can undertake ocean towage as well as harbour duties. But they, too, have other capabilities: one of their more unusual tasks came during the Cod War when their power and manoeuvrability made them effective back-up vessels for the Royal Navy frigates engaged in harassing sessions with Icelandic gunboats. But it is as the warships' harbour shepherds that much of the Service's work

is carried out. It pilots naval ships into and out of port, provides specialist vessels to water and supply them, to clean their fuel tanks before they are refitted, and to carry their oil and armaments around the coast.

The armament carriers transfer ammunition — including guided missiles — from ship to shore and depot to depot under the most stringent safety rules and with the latest on-board fire protection equipment.

● Paddle vessels

The fleet of harbour tugs includes the only naval paddle vessels in the world — craft whose design seems more in keeping with the 19th rather than the 20th Century. More modern vessels are on the way, however. Water tractor tugs equipped with twin Voith Schneider units are under construction and will soon begin to replace screw craft and the few paddle tugs. The new vessels' directional thrust will allow them to work more efficiently than the older types, and within five years will form the backbone of the harbour towage strength.

● High skills

Tasks set for the Service require a high degree of skill among its personnel — none more so than the work of the trials and experimental vessels, concerned in exercises involving the Admiralty weapons establishments. They test equipment, tow targets, launch radio-controlled air targets, recover torpedoes and — in the case of one ship, the 3,000-ton Whitehead — test-fire them.

Torpedo recovery and degaussing work will be kept up to date with the arrival of

new ships in both categories. The purpose-built degaussing vessels Lodestone and Magnet will soon replace the converted Ham-class craft which demagnetise warships to increase their chances against magnetic mines.

Other responsibilities include ferry services in naval bases, the provision and maintenance of 1,800 assorted moorings and civilian diving.

With vessels that range from 10-ton harbour launches to the 3,900-ton sonar trials ship Newton, the civilian seamen of the R.M.A.S. are the unsung sailors who nevertheless operate the largest fleet of ships in the country — and one of the most important.

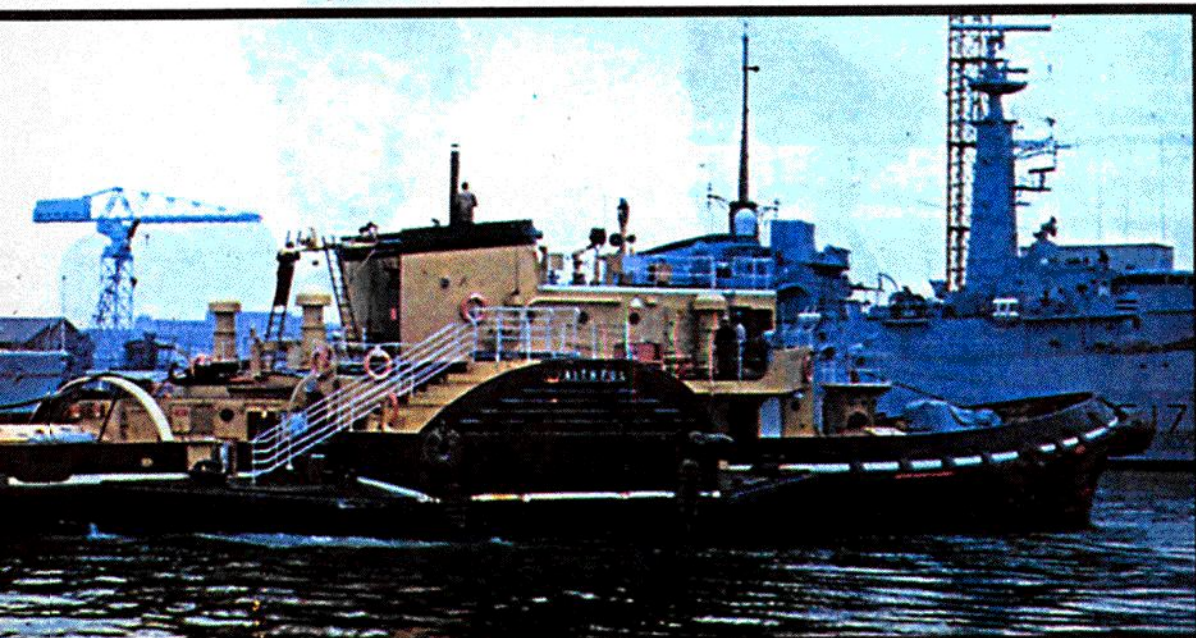


Above — Harbour movements account for a large part of the R.M.A.S.'s work. Here the Dog-class tug Collie tows H.M.S. Kent to her Chatham base — the destroyer's last visit to her county before paying off from the operational Fleet.

Below — With the bulk of H.M.S. Hermes towering above her, the little R.M.A.S. Watershed provides the carrier with fresh water at Portsmouth.



Left — A sight which will probably not be seen for much longer — a paddle vessel at work in a Royal Navy base. The only naval paddle tugs in the world are in service with the R.M.A.S., fulfilling a specialised role in dealing with aircraft carriers. This one is the R.M.A.S. Faithful at Devonport.



HILL

him with a post as shipping master.

There are only two Principal MSOs, both responsible to the Director and his Assistant, Mr. D. Walker, the highest ranking R.M.A.S. officer and one who made the long journey from boy seaman.

PEOPLE IN THE NEWS

Over ... and out!



The end of ten years of service for AB Ginger Tom, being comforted here by REM Stephen Winning ... and (right) the end of almost 50 years in uniform for Lieut. George Pamplin as he closes Britain's oldest Royal Navy WT station at New Waltham (Humberside).



The White Ensign has been lowered for the last time at the Royal Navy's first high-powered WT station in Britain.

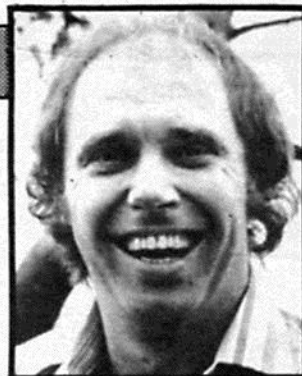
Closure of the New Waltham (Humberside) station meant final retirement for 64-year-old Lieut. GEORGE PAMPLIN, one of the oldest officers in uniform.

It was retirement, too, for the station's longest serving rating — AB GINGER TOM, whose feline dislike of civilians has not prevented him being found a good home. Tom first attached himself to the station ten years ago and has never sought for longer leave than an overnight pass.

Convoy veteran

Lieut. Pamplin joined the Service as a telegraphist in 1931, leaving in 1967 and re-employing as a retired officer. A veteran of wartime convoys to Malta, he was in the battleship H.M.S. Queen Elizabeth on VJ-Day and has served ashore at radio stations in Hong Kong and Singapore. He has been in charge at New Waltham since 1965.

The station, which ended transmission last year, once backed up 17 lower powered stations in communication with the Atlantic, Channel and Mediterranean Fleets.



Shep Woolley ... a new L.P.

Shep back in the groove

If they presented an award for the busiest entertainer in the Navy's messes and clubs, the top contender would be former petty officer gunnery instructor Shep Woolley.

The folk singer-comedian must also stake a claim to being the most popular, judging by the turn-out when word got around that he was recording another live album.

A ready-made audience of 300 sailors from Southern establishments turned up in a fleet of coaches at the studios at Shepperton, Middlesex, and were rewarded with a typically exuberant one-man show of comic patter, song and verse.

NAVAL LIFE

The result is Shep's fourth L.P., "First Take," released on April 1 on Scratch Records, much of it extremely funny personal reminiscence of his boyhood, naval life, women, beer, and Southsea's Eldon Arms, which features on the cover.

Shep, who is to the Navy what Billy Connolly is to Scotland and Max Boyce to rugby, proves that "busy" tag by travelling Britain and the world with his act and managing to present a weekly spot on Radio Victory, Portsmouth's commercial station.

And just to make April even more hectic he was added to Alan Price's nationwide tour.

Comstar award

A bronze Comstar has been awarded to the Joint Communication Centre Gibraltar for the high order of message preparation and speed of handling. The Comstar, awarded by the Controller Defence Communication Network, was presented by the Flag Officer Gibraltar. Rear-Admiral G. I. PRITCHARD, to LRO(G) JOHN SLATER who received it on behalf of the centre.

Pensioner for 50 years

Former CPO Bob Tanner's 90th birthday was more than a celebration of age — it was his 50th anniversary as a Navy pensioner.

Bob's service career began 79 years ago when he entered Greenwich Royal Naval Hospital School. From 1905 he served on several ships and was at sea throughout the First World War, missing the victory celebrations because his ship was involved in operations off Russia.

After leaving the Navy in 1930 he became a rigger in Portsmouth Dockyard and in 1947 was in charge of the first post-war re-rigging of H.M.S. Victory. In 1955 he became an acting watchman for H.M. Customs in Portsmouth Harbour.

KENNETH PULLS OUT ALL THE STOPS!

It's a drastic change of tune for Lieut. KENNETH WALKER when he moves from being H.M.S. Pembroke's Leadership School course officer to the gentler art of playing the organ.

Kenneth is usually to be found in the hills and mountains training the young men of the Navy to enhance their character and powers of leadership. But he has studied music at Portsmouth Cathedral, Dunfermline Abbey and Napier College, Edinburgh — and his musical ability, combined with his naval career, must make him one of the most travelled organists in the country.

He has pulled out all the stops in cathedrals and churches in Naples, Trieste, Amsterdam, Rotterdam, Malta, Bayonne, Copenhagen, Hong Kong, Gibraltar, Portsmouth, Plymouth and the Royal Naval College at Greenwich.

During his service career he has been the organist at H.M. Naval Base Singapore; Floriana, Malta; H.M.S. Vernon; St Nicholas Church, H.M.S. Drake; the Cathedral of the Holy Trinity, Gibraltar; and St Margaret's Church, H.M. Naval Base Rosyth.



Senior service

Is this the oldest bridge watchkeeping team in the Navy? Lieut.-Cdr. COLIN RIMMER R.N.R. and his second officer of the watch, Surgn. Cdr. ALISTAIR SCOTT-BROWN, came together for a brief spell in H.M.S. Tartar, Cdr. Scott-Brown being on loan from the Royal Naval Hospital Haslar. Their combined age is 94 years.

Picture: LA(Phot) Colin Morgan



Ideal day for a reunion

Together again after more than 30 years ... Lieut.-Cdr. PAT O'BRIEN and FCPOPTI GEORGE HUMPHRIES had a chance to reminisce when they met once more on the Royal Navy stand of this year's Ideal Home Exhibition.

They first met as new entrants in H.M.S. St George in June 1944 and, apart from one very brief encounter in 1964, they had not come into contact since the war. Until the exhibition ...

Lieut.-Cdr. O'Brien, who was on the staff of the Director of Public Relations (Navy), was appointed first lieutenant of the Navy stand. There were so many recruiting inquiries that a member of the recruiting staff was called in to help — and by chance that man was FCPO Humphries.



Art of war is a real Dutch treat

Anyone delving into the history of war artists might well think only in terms of the present century, but 300 years ago a Dutch father and son were at sea in their own galliot, recording English and Dutch fleets in battle.

They must have been among the first war artists, leaving a magnificent portrayal of a small but vitally important segment of English naval history — the Restoration period covering the 25-year reign of King Charles II, 1660-1685.

There were other talented marine artists of the time, most of them Dutchmen, but the greatest of them all were Van de Velde the Elder and his son, who figure prominently in "Great Ships — The Battlefleet of King Charles II," by Frank Fox, published by Conway Maritime Press (price £20).

The work reflects a lifetime's interest on the part of the author, who first conceived it while a supply officer in the United States Navy.

He writes of the age of Samuel Pepys, when England was involved in naval rivalry with the Netherlands and France. The Navy's response to the challenge eventually carried England to world-wide maritime supremacy.

"The Navy's leadership," says Mr. Fox, "from the King down, was marked by vitality, initiative and an innovative attitude not yet hampered by the weight of tradition."

As the title of his book indicates, the author's interest is in the ships of the time, his "research window" being extraordinarily widened by the exhaustive statistics compiled by Pepys, and, even more important, by the skilful draughtsmanship of the marine artists.

Eyecatching

Warship design evolved along the lines which were to be retained into the 19th Century, but the Restoration shipwrights also created in their work a beauty which has never been surpassed.

The men-of-war were decorated with loving care by masters of Baroque woodcarving, offering eye-catching studies for paint and canvas.

Van de Velde the Elder is considered inferior to his son as an artist, but as a pure draughtsman he is without peer.

The son is regarded as the greatest marine painter of the Dutch Baroque, few artists attaining the magnificence of his colours and technique. Equally as important for the researcher is the fact that his

BOOKS

work was based on a thorough understanding of all the parts of the ships and their equipment.

By 1673 both of them had moved to England, where they were employed by King Charles as the Royal Navy's official artists.

Mr. Fox has devoted most of the space in his book to the characteristics, appearance,

armament and histories of the main ships of the period.

The result is a volume as big and handsome as the subjects. Of the 250 illustrations, 37 are in colour, the quality of print and picture offering an attractive collector's item. For readers with the money to spare there is a signed limited edition available in a leather binding at £40 each.

Sky spies in Middle East

"No Victor, No Vanquished" as the title of a book on the 1973 war between Israel and Egypt gives a clear indication of its theme.

The author, Edgar O'Ballance, claims that he has compiled an accurate, contemporary, warts-and-all history, based on meticulous research which included

interviews and visits to both countries.

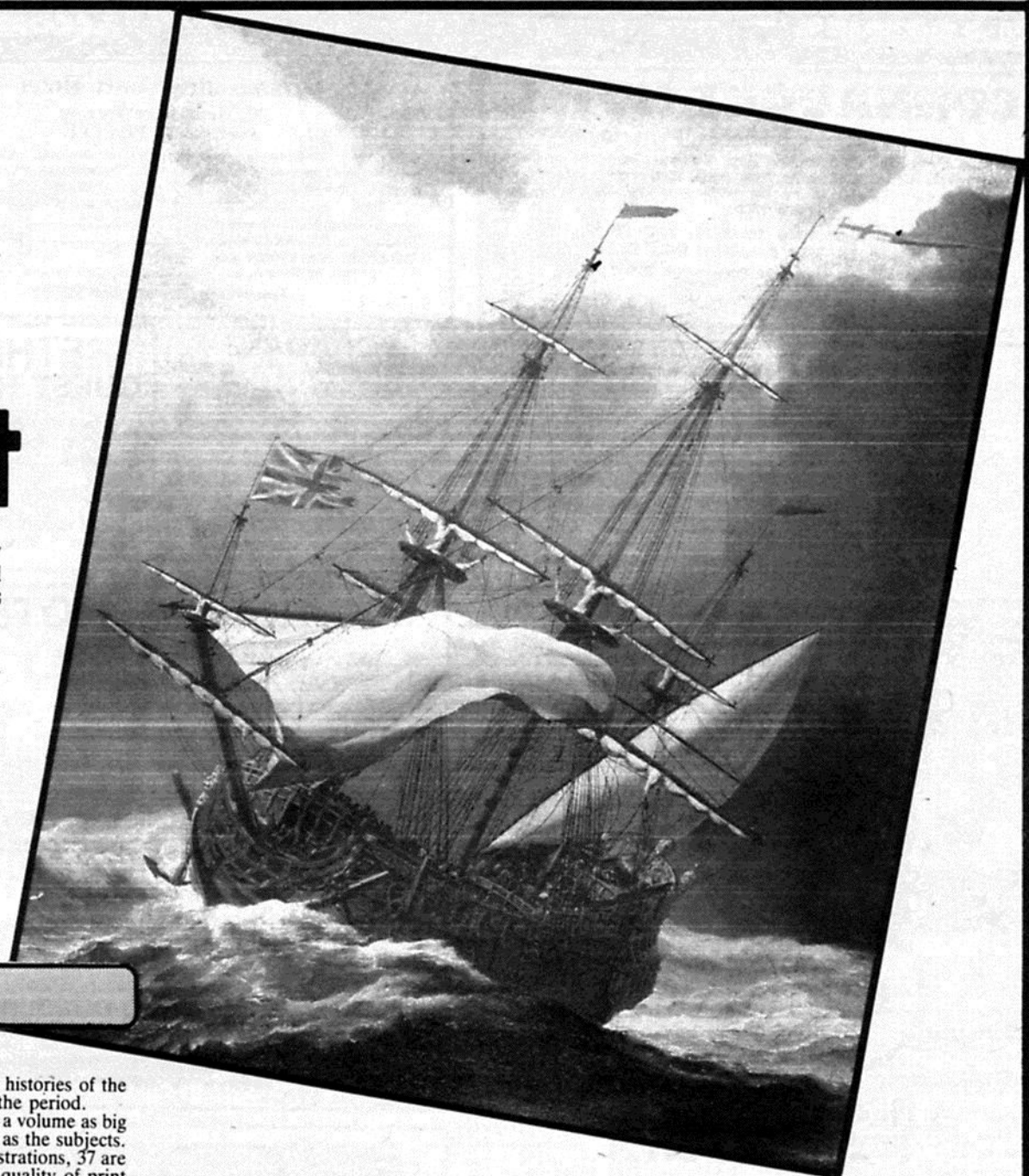
Whoever might claim to have won, one outstanding fact is that this was the first war in which battlefields were regularly monitored by reconnaissance satellite, which could take and send back photographs capable of being so enlarged that individual vehicles, guns and positions could be identified. Lessons for the future are still being reappraised.

"No Victor, No Vanquished" is published by Hutchinson (price £8.95).

"German Capital Ships," by Paul Beaver, is number 14 in the Patrick Stephens World War II Photo Album series, being available at £2.95 softbound, or £4.50 (casebound).

Although the Nazi German heavyweights spent most of their time in heavily-guarded ports, they have always exercised a fascination, more by the nightmare of their presence than the actual damage they did. The booklet gives a generous selection of photographs from official German wartime sources, with technical appendices and a map.

"At One With the Sea," the remarkable Naomi James adventure story of her single-handed sail around the world, is now available as an Arrow paperback.



A third rate in a storm, possibly the Hampton Court, painted by Dutch artist Van de Velde the Younger. It was identified on the basis of similarity to Van de Velde drawings of the Hampton Court, but the very similar Captain remains a possibility as well. The often-reproduced painting at Greenwich called "Third Rates in a Storm" is a copy of this picture and its now-missing mate.

Birmingham Museums and Art Gallery.

DARE-DEVILS

From early history to the Israeli shock sloop on Entebbe airport, war has been marked by lightning strikes on the enemy, though it is doubtful if any attained the vital importance of the raids in the Second World War by British Commandos and the U.S. Rangers.

In the Allied penetrations, many lives were lost against an enemy who often murdered prisoners in cold blood, but without that sacrifice it is doubtful whether the D-Day invasion could have attained the expertise for success. The world today might have been a very different place.

In "The Raiders," published by David and Charles (price £7.95), author Richard Garrett has gone back as far as the Peninsular War, when a dare-devil Royal Navy commander took his frigate Imperieuse to help weak Spanish forces against a French army.

ADMIRALTY CENSURE

The commander, Lord Thomas Cochrane, put ashore seamen and marines to take over a fort. Eighty men, assisted by weary locals, held up an army of more than 6,000 for six weeks, with the loss of only four dead.

This feat earned for Cochrane a censure from Their Lordships of the Admiralty "for excessive use of powder and shot."

Among other incidents recalled by Mr. Garrett is the burning of the White House by the British (visitors to the U.S. President's home always hear plenty about that!) and of course the hell of the Dieppe raid, about which there has been so much controversy.

It is a record of the most remarkable courage.

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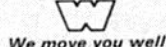
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No: Navy News 570.

NAVAL WIDOW would welcome letters
from unattached Service or ex-
Service gentleman 40's, 50's. — Box
No: Navy News 568.

WIDOW, late fifties, has many
interests, Company/Sec., would like to
meet man for friendship/marriage.
Hobbies, ballroom dancing, theatre,
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letters answered. — Box No: Navy
News 569.

LONELY LADY (45), pilot's widow
but now divorced, two sons, own
house, car, wishes correspondence with
well-balanced unattached naval
gentleman aged about 45, humorous, good
with children. Photograph appreciated.
— Box No: Navy News 567.

LADY, 36, Canadian resident,
divorced, 5 year old daughter, wishes
to correspond with naval gentleman
33/50, varied interests, sense of
humour. Photo appreciated. — Box
No: Navy News 571.

ATTRACTIVE WIDOW, 44, two
grown sons, wishes to correspond with
sincere Service gentleman of same age.
Various interests, brown hair, brown
eyes, 5ft. 7 1/2 in. tall. Photo appre-
ciated. — Box No: Navy News 572.



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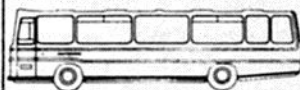
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Battleaxe commissions

H.M.S. Battleaxe, second of the Royal Navy's new class of Type 22 frigates, commissioned at Devonport on March 28.

Guests of honour at the ceremony were the Leader of the Opposition, Mr. James Callaghan, and Mrs. Audrey Callaghan, who launched the ship in May 1977.

Other principal guests included Rear-Admiral D. J. Hallifax, Flag Officer First Flotilla, and Mr. R. Easton, Chairman of Yarrows Shipbuilders Ltd., and Mrs. Easton.

The ship has close links with Newport, Gwent, and the town was represented by the Mayor, Coun. and Mrs. Garfield Mathias, and the Ven. Archdeacon and Mrs. Wright.

A new internal telephone exchange at the Royal Naval Hospital, Haslar is giving a better service for callers. The exchange, which has 420 extensions, can be reached on Gosport 84255.

The Chief Polaris Executive designate, Rear-Admiral J. S. Grove, met some of the staff concerned with the supply of electronic stores to the missile submarines when he visited the Royal Naval Store Depot at Copenacre, Hawthorn, Wilts.

Items from the Battle of the River Plate are now on view in a display in the museum ship H.M.S. Belfast, berthed near Tower Bridge. Among the

souvenirs is the wheel of H.M.S. Achilles, brought back from India by Admiral of the Fleet Sir Terence Lewin, Chief of the Defence Staff. The wheel was recovered from the ship — serving as the I.S. Delhi — before she was broken up.

H.M.S. Sultan, the Navy's Marine Engineering School, has established a small historical documentation museum in Parson's Block library. It is hoped to increase the size and scope of the exhibits, and anyone willing to donate old engineering documents is asked to contact Lieut.-Cdr. G. R. Baker, H.M.S. Sultan, Military Road, Gosport, Hants, telephone Portsmouth 22351 extension 84-2549.

The nuclear submarine Splendid, due to commission towards the end of the year, would like to hear from anyone who served in the previous Splendid (P228), especially with information which could be used in the new commissioning book. Letters should go to: Commanding officer, H.M.S. Splendid, BFPO Ships.

The Bambara Trophy presented annually to the FAA Squadron with the best flight safety record was awarded to 772 Squadron R.N. air station, Portland.



A hat trick of thousands was celebrated by H.M.S. Phoebe's Lynx flight — 1,000 hours by the pilot; 1,000 hours by the helicopter, Phelix (the first by a front-line Lynx); and the 1,000th landing during the commission.

H.M.S. Scimitar, the fast training boat on anti-illegal immigration patrols in Hong Kong, claims to have the fastest dog serving afloat. She is Jan, a five-month-old puppy who "transferred" from H.M.S. Yarnon to the Scimitar's 12-man crew.

Silver items presented to H.M.S. Sheffield and her predecessor were on show at a week-long exhibition at Sheffield Town Hall, manned by an officer and ratings from the destroyer, which is in refit in Portsmouth.

PHEW!

It's easy to see why saunas are becoming so popular in the Navy. Of course, there is no guarantee they will always provide such attractive company as pictured here in the persons of POWPT Nuala Atkey (left), and First Officer Patricia Davies, who to mark the opening of the new sauna at H.M.S. Pembroke posed for this picture with Cdr. Dick Abram, the establishment's executive officer.

More tax exemptions

Tax exemption for payments associated with the VC and GC have been extended to cover payments associated with other military gallantry awards. The exemption will now extend to pension additions paid with awards to holders of the MC, DFC, DCM, CGM, DSM, MM and DFM.

PROMOTIONS

Authorisation for promotion of the following rates to chief petty officer, chief artificer, or chief mechanic have been issued:—

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To CRS(W) — A. H. Goudy (Drake).

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To CMT — R. A. Edwards (Neptune), S. Davies (RNH Plymouth).

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To CPO(OPS)(S) — P. C. Ramus (Mercury), P. W. Healey (Neptune), T. Davison (Rooke).
To CPO(OPS)(S)(SM) — J. G. Lanning (Opportunity), D. W. McGahey (Courageous), N. A. Campbell (Swiftsure), J. Collins (Valiant).

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To CEL(A) — J. Herrity (Heron).
To SUPPLY AND SECRETARIAT
To CPOWTR — L. R. Staff (Royal Arthur), G. L. Hampstead (Centurion).
To CPOCA — W. F. Nixon (Ambuscade), I. B. Alder (Diomedes).
To CPOCK — E. S. Vollans (Norfolk).

ARTIFICERS AND MECHANICIANS

To ACMEWA(P) — J. W. Parker (Intrepid), J. M. Reeve (Sultan).
To ACMEMN(M) — D. R. Rushforth (Sultan).
To ACMEMN(EL) — K. Waterfield (Sceptre).
To ACMEA(ML) — P. Galvin (Sceptre).
To ACMEMN(L) — D. W. Dudding (Hecate).
To ACMEA(M) — G. R. Bedford (Intrepid).
To ACMEMN(P) — P. Sayles (Newcastle), A. A. Hollingsworth (Neptune).

ingswood, E. C. Lawrence, B. Godefroy, A. E. Chaplin, R. A. Hall, P. E. Willerton, R. A. Waldock, A. A. Reay, D. E. Rowland.
Supply and Secretariat: J. H. Miller, K. S. Anderson, J. E. Christie.
Medical Services: J. A. Sheridan.

SUPPLEMENTARY LIST

The following officers have been provisionally selected for promotion to date as shown:

Seaman. To commander (September 1): M. I. Neale.
Instructor. To commander (September 1): G. J. Moss.
WRNS. To chief officer (October 1): H. N. Scriven.

WRNS

The following promotions have been approved with effect from April 1, 1980:
To first officers: M. L. C. Murray, V. M. Hattersley, C. M. Coates.
To second officers: L. L. Miles, J. V. Hugo, V. N. Suter, J. P. K. Durcan, E. A. Pollitt, P. G. Melville-Brown, K. J. Corbett, P. F. Worsley-Tonks, E. P. Mercer, A. H. Trask, D. M. Reed, C. J. Stait, S. P. Vallis.

Half-yearly promotions of officers of the SD and Supplementary Lists of the Royal Navy, SD List of the Royal Marines, and WRNS have been announced.

SD LIST

The following officers have been provisionally selected for promotion to date as shown:

Seaman. To commander (October 1): V. Brown, B. W. Miller.
Engineering. To commander (October 1): C. B. Webb, J. M. Vickery, J. W. B. Moss.
Royal Marines. To captain (October 1): B. Warriner, J. R. Keogh.
The following promotions to lieutenant-commander on the SD List have been approved with effect from April 1, 1980, subject to medical fitness:
Seaman: S. G. Solley, R. B. Brumhill, P. E. Worthington, J. Bywater, A. W. Fisher, R. E. Doyle.
Engineering: F. T. McDonald, M. Col-

POINTS LEADERS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate" (int) indicates that men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced

ES BILLETS

Following is the list of Extended Service billets currently vacant. One billet is available in each case, except where stated:—

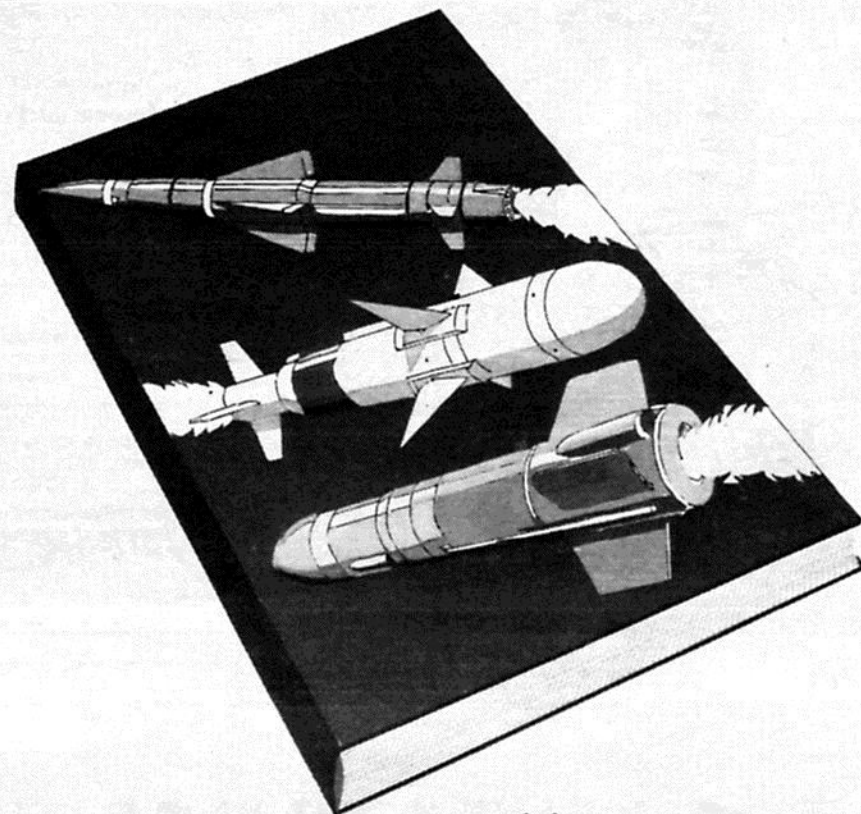
Captain SM1: MEA(P)1 (periscope maintainer). H.M.S. Centurion (SPAREDEX Project): CMEA/WEA1 (ADC/AD); CMEA/WEA1 (EL) (SM). H.M.S. Daedalus AES: AA(AE)1; CREL(A). H.M.S. Daedalus: MARTSU: AA(AE)1 (2). H.M.S. Sultan: POMEM(M). H.M.S. Vernon: CPO(OPS)(S). H.M.S. Dryad: CPO(OPS)(EW). FMB Devonport SMU: MEA1/2 (periscope maintainer). BRNC Dartmouth: CPO(D). FOST (FNG Portland): WEA/OEA1; WEA/REA1; WEA/CEA1. H.M.S. Pembroke: WEA1. H.M.S. Neptune NT: MEA(P)1 (6); WEA/CEA1(SM); WEA1/OEA1(SM); WEA/REA1(SM). H.M.S. Nelson: CMEA(P). ACCHAN/EASTLANT: PO(R). Rosyth FPG Stat: MEA(H)1.

in "Basic Date" order. Dates shown against "int" rosters are the basic dates of the top eligible men.

The number following the points (or Basic Date) is the number of men who were advanced during March.

Extracts of WRNS advancement rosters are given when an examination is required to qualify for the higher rates. WRNS ratings in the MT, Education and Quarters assistant categories are placed on the rosters in seniority order and are not required to pass an examination.
PO(EW)/RS(W) — Dry, 7; LS(EW)/LRO(W) — Dry, 4; PO(M) — Dry, 4; LS(M) — Dry, 5; PO(R) — Int (9.1.80); 11; LS(R) — Dry, 18; PO(S) — Dry, 2; LS(S) — Dry, 12; PO(D) — Dry, 1; LS(D) — Dry, 4; PO(MW) — Dry, 4; LS(MW) — Dry, 3; PO(SR) — Dry, 3; LS(SR) — Dry, 1; POPT — Int (10.10.78); 5; RPO — 285; 3; RS — 273; 8; LRO(G) — Dry, 1; CY — 96; 6; LRO(T) — Int (11.9.79); 8; PO(SXSM) — Dry, 2; LS(SXSM) — Dry, 5; PO(TSXSM) — Dry, Nil; LS(TSXSM) — Dry, 1; RS(SM) — 133; Nil; LRO(SM) — Dry, 1; PO(UW)(SM) — Int (23.2.78); Nil; LS(UW)(SM) — Dry, Nil.
POMEM(M) — Dry, 16; LMEM(M) — Dry, 28; POMEM(L) — Dry, 6; LMEM(L) — Int (29.1.80); 12; POMEM(O) — Dry, 7; LMEM(O) — Dry, 18; POMEM(R) — Dry, 6; LMEM(R) — Dry, 30; POWTR — Int (20.9.78); 3; LWTR — Dry, 8; POSA — 246; 1; LSA — Int (26.9.78); 10; POCA — Dry, 2; LCA — Int (2.10.78); Nil; POCK — 497; 5; LCK — Int (15.3.78); 9; POSTD — 275; 3; LSTD — Int (6.12.78); 6; POMA — Int (17.10.78); 4; LMA — Int (24.1.78); 4; POAF/POAM(AE) — 189; 2; LAM(AE) — 65; 10; POEL(A) — Int (17.2.78); 3; LEM(A) —

61; 12; POREL(A) — Int (15.12.78); 4; LREM(A) — Int (9.8.78); 5; POEL(AW) — Dry, Nil; LEM(AW) — Int (4.8.78); 3; POA(AH) — Int (26.5.79); 4; LA(AH) — Int (12.3.79); 12; POA(SE) — 636; Nil; LA(SE) — Int (30.6.78); Nil; POA(PHOT) — 371; Nil; POA(MET) — 239; Nil; POACMN — Int (23.11.78); 2.
POWREN(AE) — Dry, 1; LWREN AM — 62; 7; POWREN CK — Int (10.10.78); 1; LWREN CK — Int (25.7.79); 2; LWREN TEL — Int (13.6.78); Nil; POWREN DSA — Int (29.9.78); 2; LWREN DSA — Int (3.3.78); Nil; POWREN MET — 295; 1; LWREN MET — Int (2.6.78); 3; POWREN PHOT — 389; Nil; LWREN PHOT — Int (7.2.78); Nil; POWREN(R) — 76; 1; LWREN(R) — 128; Nil; POWREN RS — Int (27.3.79); 1; LWREN RO — 129; 4; POWREN STD G — 430; Nil; LWREN STD G — Dry, Nil; POWREN STD O — Dry, 1; LWREN STD O — Int (28.9.78); 3; POWREN SA — Int (3.5.79); Nil; LWREN SA — Int (15.12.78); Nil; POWREN TSA — Dry, Nil; LWREN TSA — Int (5.12.77); 2; POWREN WA — Int (24.5.79); 1; LWREN WA — Int (18.1.78); 2; POWREN WTR G — 97; 1; LWREN WTR G — 79; 4; POWREN WTR P — Int (30.5.79); 3; LWREN WTR P — Int (14.12.78); 6; LWREN WTR S — Dry, Nil; POWREN D HYG — 84; Nil; POWREN REG — Dry, Nil; POWREN PT — Dry, Nil.
The basic dates quoted for WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22:
POWREN QA — Dry, Nil; POWREN ED — 72; 1; POWREN MT — Int (2.3.78); Nil; LWREN MT — 120; Nil; POWREN TEL — Int (19.7.78); Nil.



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**BRITISH AEROSPACE
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A sailor's story for the gallery

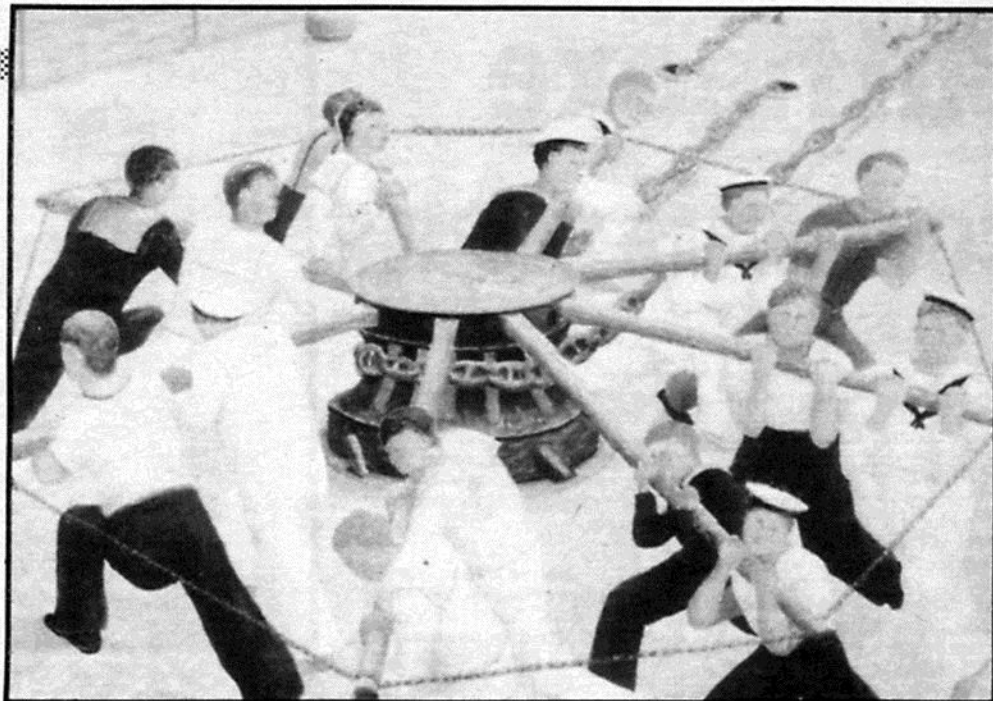


An artist's impression of what the Royal Navy offered a boy seaman soon after the turn of the century is vividly portrayed in a series of 30 or more paintings bought for display by the Royal Naval Museum at Portsmouth Dockyard.

The paintings, by Capt. Phillip Gunn R.N. (Retd.), tell a visual story of a boy seaman's life with humour and a sharp eye for detail. The story reflects not only the harsh aspects of naval training and discipline but also the challenge of life in the ships of the period.

The story is told in a language a child can understand, on canvases flooded with that dazzling light one associates with the works of Lowry. The figures are simple and clearly drawn and the story opens with a new boy — a 16-year-old recruit — walking up the gangway of the Navy's training ship H.M.S. Impregnable.

◀ An early picture of Phillip Gunn during his service in H.M.S. Clio on the China station. He joined the Navy as a boy seaman in 1911 and left it as a captain in 1946.



Some older seamen will remember the evolution of "weighing by hand," practised so that the anchor could be raised even when steam or other power was unavailable. In Phillip Gunn's first ship there was no alternative — they always had to weigh anchor by hand; physically the toughest job known to a seaman in that era.

We follow his fortunes through early training in the Impregnable and later in the three-masted sloop H.M.S. Clio. The story has a happy end with the hero being awarded a Distinguished Service Medal for his action in the First World War.

Insight

The paintings, which give a sharp insight into life on the lower deck, also provide a valuable record of skills now obsolete, of living conditions on board and of a sailor's everyday tasks.

We see our hero scrubbing deck, coaling ship, cooking for his mates, washing and mending his clothes and, on being promoted able seaman, housing topmasts and weighing anchor.

The exhibition is the visual equivalent of Capt. Gunn's autobiography. As a boy seaman he joined the Navy in 1911 and during the first World War served in the Clio.

Capt. Gunn, now aged 85, served in a variety of ships between the wars including the cruiser H.M.S. Danae and the battleships H.M.S. Iron Duke and H.M.S. Queen Elizabeth.

The latter was the flagship of the Mediterranean Fleet and his fellow lieut.-cdrs. included Lord Louis Mountbatten and "Johnny" Walker, whose escort group sank 14 U-boats during the Second World War.

Capt. Gunn, who retired from the Navy in 1946, still paints from his home near Sudbury in Suffolk. His series of paintings depicting the life of a boy seaman took three years to complete.

FROM H.M.S. TO H.S.L. A NATURAL PROGRESSION?

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PEN-PALS

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows:
Jane (15) 5ft. 7in., brown hair, blue eyes, Redditch, Worcs.
Kim (19), single, 5ft., black hair, hazel eyes, Eltham, London.
Eve (32), divorced, 5ft. 9in., brown hair, blue eyes, three children, Havant, Hants.
Linda (24), divorced, brown hair, green eyes, two children, Weymouth, Dorset.
Lynnette (16), 5ft. 6in., brown hair, blue eyes, Battle, Sussex.
Sandra (21), single, 5ft. 3in., brown hair, hazel eyes, Cardiff.
Sylvia (16), 5ft. 2in., brown hair, blue-green eyes, Clapham, London.
Lynn (33), divorced, 5ft., brown hair, blue eyes, Wirral, Merseyside.
Sandra (40), divorced 5ft. 11in., green eyes, two children, Milton Keynes.
Kim (22), separated, 5ft. 4in., red hair, blue eyes, one son (2), Charlton, London.
Shelley (21), single, brown hair, blue eyes, Cardiff.
Beverley (24), single, 5ft. 5in., blonde hair, blue eyes, Truro, Cornwall.
Gwen (37), divorced, 5ft. 2in., blonde hair, blue eyes, Plymouth, Devon.
Jackie (37), divorced, 5ft. 6in., brown hair, blue eyes, three children, Gloucester.
Alexandra (23), single, 5ft. 2in., brown hair, blue eyes, Liverpool.
Tracey (16), 5ft. 4in., brown hair, brown eyes, Gloucester.
Dianne (34), divorced, 5ft. 4in., brown hair, hazel eyes, Newton Abbot, Devon.
Lorraine (18), single, brown hair, blue eyes, Plymouth, Devon.
Chris (32), single, 5ft., blonde hair, green eyes, Southampton.
Melanie (16), 5ft. 3in., brown hair, green eyes, Grimsby, Humberside.
Sally (17), single, 5ft. 5in., brown hair, brown eyes, Grimsby, Humberside.
Susan (29), divorced, 5ft. 5in., brown hair, brown eyes, one child (8), Grimsby.
Christine (28), single, 5ft. 5in., grey-green eyes, Boscombe, Dorset.
Dorothy (36), single, 5ft. 4in., brown hair, blue eyes, Genoa, Italy.
Barbara (48), widow, 5ft. 5in., brown hair, green eyes, Warrington, Cheshire.
Jeanette (15), 5ft. 4in., brown hair, brown eyes, Cheltenham, Glos.
Shirley (43), divorced, 5ft. 10in., brown hair, blue eyes, three children, Havant, Hants.
Sharon (16), 5ft. 6in., black hair, brown eyes, Gloucester.
Maureen (23), single, 5ft. 3in., brown hair, hazel eyes, Liverpool.
Carol (21), single, 5ft. brown hair, brown eyes, Liverpool.
Julia (16), 5ft. 4in., blonde hair, blue eyes, Gloucester.
Nicola (16), 5ft. 3in., blonde hair, blue eyes, Stourport-on-Severn, Worcs.
Wendy (20), single, 5ft. 6in., brown hair, blue eyes, Southampton.
Karen (19), single, 5ft. 7in., brown hair, brown eyes, Cambridge.

Audrey (24), single, 5ft. 3in., fair hair, blue eyes, Birmingham.
Chris (32), single, 5ft. 1in., brown hair, green eyes, Southampton.
Frances (26), single, 5ft. 7in., brown hair, blue eyes, Portsmouth.
Tracey (18), single, 5ft. 3in., auburn hair, brown eyes, Bootle, Merseyside.
Sharon (18), single, 5ft. 6in., blonde hair, hazel eyes, Liverpool.
Adele (15), 5ft. 7in., blonde hair, blue eyes, Blackpool, Lancs.
Michelle (15), 5ft. 8in., brown hair, blue eyes, Blackpool, Lancs.
Linda (26), single, 5ft. 7in., black hair, blue eyes, Roanoke, Virginia, U.S.A.
Patricia (25), single, 5ft. 1in., brown hair, brown eyes, Denton, Manchester.
Hilary (22), single, 5ft. 9in., fair hair, blue eyes, Woodford Green, Essex.
Janet (22), single, 5ft. 3in., fair hair, blue eyes, Walthamstow, London.
Sue (24), single, 5ft. 7in., brown hair, brown eyes, Birmingham.
Debbie (19), single, 5ft. 2in., brown hair, grey-green eyes, Cheltenham, Glos.
Sandra (17), single, 5ft. 1in., brown hair, blue eyes, Cambridge.
Andie (18), single, 5ft. 6in., brown hair, grey eyes, Carshalton, Surrey.
Linda (29), divorced, 5ft. 5in., brown hair, Stoke-on-Trent, Staffs.
Carolyn (19), single, 5ft. 7in., auburn hair, blue eyes, Nottingham.
Elizabeth (38), divorced, 5ft. 8in., auburn hair, grey-green eyes, Warrington, Cheshire.
Lynne (19), single, 5ft. 6in., brown hair, brown eyes, Leicester.
Jenny (17), single, 5ft. 6in., brown hair, hazel eyes, Chelmsford, Essex.
Pat (44), divorced, 5ft. 2in., blue eyes, one daughter, Birmingham.
Val (21), single, 5ft. 2in., brown hair, grey-blue eyes, London.
Pat (40), separated, 5ft. 5in., brown hair, brown eyes, two children, Leicester.
Suzy (19), single, 5ft., brown hair, brown eyes, Lowestoft, Suffolk.
Angela (17), single, 5ft. 4in., brown hair, blue eyes, Leicester.
Yvonne (19), single, 5ft. 2in., brown hair, blue eyes, Leicester.
Kerry (19), single, 5ft. 7in., brown hair, brown eyes, Port Talbot, S. Wales.
Barbara (16), 5ft. 6in., brown hair, blue eyes, Uxbridge, Mddx.
Melanie (21), single, 5ft., blonde hair, blue eyes, one son (5), Gillingham, Kent.
Patricia (34), divorced, 5ft. 6in., red hair, green eyes, Middlesbrough, Cleveland.
Marilyn (30), single, 5ft. 4in., brown hair, brown eyes, Stoke-on-Trent, Staffs.
Elaine (19), single, 5ft. 6in., fair hair, blue eyes, Fareham, Hants.
Jayne (16), 5ft. 7in., auburn hair, green eyes, Nottingham.
Tracey (16), 5ft. 7in., auburn hair, green eyes, Codnor, Derbyshire.
Freda (28), single, 4ft. 11in., brown hair, brown eyes, Bristol.
Ju-ann (42), divorced, 5ft. 7in., brown hair, grey-blue eyes, West Sussex.
Lesley (24), single, 5ft. 7in., brown hair, green eyes, Coventry, W. Midlands.
Beverley (20), single, 5ft. 7in., blonde hair, blue eyes, Coventry, W. Midlands.
Carolyn (18), single, 5ft. 4in., brown hair, blue-green eyes, Shoreham-by-Sea, Sussex.
Barbie (17), single, 5ft. 4in., brown hair, brown eyes, Shoreham, W. Sussex.
Sherrie (15), 5ft. 3in., brown hair, hazel eyes, Liverpool.
Marilyn (32), single, 5ft. 7in., fair hair, blue eyes, West Cowes, Isle of Wight.

Catherine (16), 5ft. 9in., blonde hair, blue eyes, Ickenham, Mddx.
Anne (24), single, 5ft. 6in., auburn hair, blue eyes, Preston, Lancs.
Lynne (23), divorced, 5ft. 6in., black hair, green eyes, Bristol.
Julie (18), single, 5ft. 4in., brown hair, hazel eyes, Widnes, Cheshire.
Lorraine (22), single, 4ft. 6in., brown hair, blue eyes, Hove, Sussex.
Fiona (17), single, 5ft. 3in., red hair, blue eyes, Carlisle.
Sheila (31), single, 5ft. 4in., red hair, blue eyes, Isleworth, Mddx.
Elizabeth (46), divorced, 5ft. 2in., fair hair, Maidstone, Kent.
Maureen (33), single, 5ft. 4in., brunette, East Cowes, Isle of Wight.
Lee (35), divorced, 5ft., brown hair, green eyes, two daughters, Selby, Yorks.
Pamela (43), widow, 5ft. 2in., fair hair, hazel eyes, Fareham, Hants.
Gail (21), single, 5ft. 5in., auburn hair, brown eyes, Rhyl, Clwyd.
Valerie (35), divorced, 5ft. 6in., blonde hair, blue eyes, Rhyl, Clwyd.
Inghel (22), single, 5ft. 8in., blonde hair, Eltham, London.
Rita (30), single, 5ft. 6in., brown hair, brown eyes, London.
Sarah (16), 5ft., brown hair, brown eyes, Crediton, Devon.
Julie (15), 5ft. 4in., brown hair, brown eyes, Portsmouth, Hants.
Tina (19), single, 5ft. 6in., blonde hair, blue-green eyes, London.
Margaret (20), single, 5ft. 7in., brown hair, brown eyes, Scarborough, Yorks.
Janet (28), single, 5ft. 4in., auburn hair, blue eyes, Hull, Yorks.
Jenny (47), widow, 5ft. 1in., fair hair, blue eyes, Swindon, Wilts.
Christine (25), single, 5ft. 6in., dark hair, green eyes, one son (4), Manchester.
Cheryl (22), single, 5ft. 2in., brown hair, hazel eyes, Melbourne, Florida, U.S.A.
Beryl (45), widow, 5ft. 5in., fair hair, blue eyes, Plymouth, Devon.
Pat (47), divorced, 5ft. 4in., brown hair, brown eyes, Swanley, Kent.
Carol Ann (34), divorced, 6ft. 2in., auburn hair, grey-blue eyes, two sons, Kenilworth, Warks.
Christine (31), divorced, 5ft. 6in., brown hair, blue eyes, Catford, London.
Sue (19), single, 5ft. 6in., brown hair, blue eyes, Guernsey, C.I.
Marie (21), single, 5ft. 3in., brown hair, brown eyes, Grimsby, Humberside.
Lyn (30), divorced, 5ft. 2in., brown hair, blue eyes, two children, Southsea, Hants.
Julie (19), single, 5ft. 5in., brown hair, blue eyes, Grimsby, Humberside.
Mary (17), single, 5ft. brown hair, brown eyes, Birmingham.
Christine (25), divorced, 5ft. 4in., blonde hair, blue eyes, North Shields, Tyne & Wear.
Morag (21), single, 5ft. 4in., red hair, brown eyes, Lamber, Stirlingshire.
Gwen (45), divorced, 5ft. 4in., grey hair, blue eyes, three sons, Gloucester.
Pat (29), divorced, 5ft. 3in., brown hair, brown eyes, Shaftesbury, Dorset.
Janet (19), single, 5ft. 4in., brown hair, blue eyes, Dudley, W. Midlands.
Maureen (23), single, 5ft. 1in., brown hair, blue eyes, Guildford, Surrey.
Yvonne (21), single, 5ft. 7in., brown hair, brown eyes, Brighton, Sussex.
Caroline (17), single, 5ft. 4in., black hair, hazel eyes, Swaziland, S. Africa.
Dawn (44), single, 5ft. 4in., fair hair, blue-grey eyes, Evesham, Worcs.
Roxy (20), single, 5ft. 2in., blonde hair, green eyes, Peterborough.

ROYAL NAVAL ASSOCIATION

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PORTSMOUTH KEEPS A WELCOME

As H.M.S. Nelson prepares to unfurl a welcome to delegates to the R.N.A. conference on June 14, wives and friends accompanying them may be surprised by what the city offers the visitor.

In Portsmouth particularly the Albert Road and Marmion Road areas, small shops specialising in anything from war medals to antiques flourish side by side with supermarkets.

The city also has a busy market where you can buy anything from leather goods to jewellery at reasonable cost. It is open on Thursdays, Fridays and Saturdays until 4 p.m.

Southsea, which is a short bus ride from the city centre, offers the attractions of a sea-front backed by open commons and lovely gardens. And for those not interested in gardens or shopping the city offers a heritage of naval history housed in some fine museums.

As conference plans get

underway, from Peterborough comes news that the dedication of their standard on March 16 was supported by more than 1,000 members with 58 standards on parade.

BRANCH NEWS

The salute was taken by Admiral Sir Raymond Lygo in the presence of the Lord Lieutenant of the County, the Mayor and Mayoress, National Council member Shipmate Doug Gough and branch chairman Shipmate Ben Franklin.

The parade was led by the Royal Marines band after which they Beat Retreat at Peter-

borough United Football Club.

A great night was enjoyed in Leicester when they entertained the the Navy's under-21 hockey team to whom they express their thanks and hopes for a return visit.

On April 19, the branch were hosts for No. 8 Area delegate meeting which was attended by the Lord Mayor, who is also the branch vice-president. From him they received the ensign of the American warship U.S.S. Marblehead, which was lost in action in the Java Sea in 1942.

We can expect more news items from No. 1 Area branches now that their own area bulletin is being wound up. Shipmate Dennis Judge has relinquished the editorship on being elected to the office of Area chairman. He tells us that Battersea and

In brief

The Medway branch of the Submarine Old Comrades Association have moved their headquarters to the FCPO's Mess H.M.S. Pembroke. Members meet on the fourth Friday of the month. For details contact: Mr. K. Simner, 19, Woodhurst Close, Cuxton, Rochester, telephone Medway 74416. The Scottish branch of the SOCA meet on the last Sunday of the month at 1400 at the Irving Hall, Camelon, Falkirk. For details contact Mr. John Jamieson 20, Dorrator Road, Camelon, Falkirk, FK1 4BN.

The British Limbless Ex-Service Men's Association (BLESMA) which raised nearly £3m. for limbless ex-Service men and women in 1979 and send their thanks to service men and women for their fine support at home and overseas.

The Yangtze River Gunboatmen's Association, though Portsmouth based, is open to all who served in gunboats on the Yangtze and West River. For details contact Lieut. D. Toms R.N. (Retd.) 34 Bath Road, Southsea, Hants. enclosing stamped, addressed envelope.

Hanworth, having undergone a major refit, are worth a call for visitors to "The Smoke," as Camberwell, Fulham, Chelsea, Lewisham and West Ham. All of course, would appreciate advance notice of party visits. Edmonton, the area's smallest branch, is dedicating its standard on June 1. For details contact Shipmate T. Storer, 21 Dene Road, New Southgate N11.

New colour

Eighty-three members of Doncaster have booked for the Isle of Man trip on May 23-26. The following shipmates were elected officers at the annual meeting: D. Crabtree (president), D. Parking (chairman), F. L. Bond (vice-chairman), W. W. Grace (secretary), and C.W. Cheshire (treasurer).

The Senior Service will be helping the Junior Service at Mitcham, on June 8, at 1500, when the branch president will present a new colour to the local unit of the Sea Cadet Corps, T.S. Benbow. After the presentation the colour, purchased by shipmates, will be paraded and the salute taken outside the unit headquarters at Mitcham Fair Green.

This year marks the 10th anniversary of Stourbridge which will be celebrated by a number of events including a social on July 11, at the Royal

British Legion Headquarters. To mark the anniversary the search is on for the oldest surviving R.N. serviceman in the area. If anyone can help, contact Shipmate D. Downing, 79 Wychbury Road, Stourbridge, West Midlands DY9 9HP.

After the move to new headquarters at R.A.O.B. Club, Kidderminster goes from strength to strength. The annual dinner dance, attended by 128 members, wives and friends was a big success.

Rugby is also on the crest of a wave and reports increased membership. Some 40 shipmates enjoyed an outing to the Albert Hall to attend the Royal Marines band concert and took as their guests 10 members of Claremont Senior Citizens Club.

Commissioning

A couple of bottles of rum donated by new members were quickly downed to celebrate the commissioning of Ferndown which was welcomed to No. 4 Area by Shipmate Kennett, the area chairman, and to the town by the Mayor of Ferndown, who has promised warm support for this new branch. Over 80 guests, their wives and friends attended the commissioning. The refreshments were provided by six founder members and their wives.

REUNIONS

The First Destroyer Flotilla (1942-45) Association are holding their reunion in Portsmouth on the weekend of October 25-26. Anyone from H.M. ships Albrighton, Bleasdale, Berkley, Blencathra, Brocklesby, Calpe, Fernie, Garth, Penylan, Stevenstone, or from FF La Combattante, H.Nor M.S. Eskdale, H.Nor. M.S. Glaisdale, O.R.P. Kruiawiak and O.R.P. Slazak interested in attending contact: Mr. D. Clare, Secretary First Destroyer Flotilla (1942-45) Association, "Holme" Bungalow, Glebe Road, Newent, Glos. GL18 1BJ.

A reunion of war-time Ark Royals will take place later this year. Those who have not received a notification contact: Mr. G. W. Wilkinson, 117 Valley Crescent, Wrenthorpe, N. Wakefield, W. Yorks, WF2 0ND, telephone 0924-63721.

Former Wrens who served in H.M.S. Dolphin between 1939 and 1947, are invited to attend a reunion there on September 27. Applications limited to 50. Cost £5 per head, includes lunch, tea and tour of the base. Those interested contact Mrs. M. Powe, 32 Charlesbury Avenue, Alverstoke, Gosport, Hants, telephone 21258; or Mrs. K. Habens, 29 Sydney Road, Gosport, PO12 1PL, telephone 82451. The Royal Naval Telegraphists (1918) Association held their 48th banquet on Saturday, May 3, at the Union Jack Club, Waterloo, London (1800 for 1830).

H.M.S. Hood Association are holding their reunion on May 24 at the Rock Garden Pavilion, Southsea. All Ex-Hoods welcome. Guest of honour will be Vice-Admiral Longley Cook, for details contact Mr. H. Purdue, 85 St John's Road, nr. Southampton, Hants.

Ex H.M.S. St Vincent boys who joined between 1936-37 and who are interested in a reunion please contact Mr. P. L. Green, 15 Acacia Grove, New Malden, Surrey, KT3 3BJ.

Past and present ship's companies of H.M.S. Glasgow are holding their reunion dance and buffet dinner at the Centre Hotel, Portsmouth on May 31, 7.30 p.m. to 1 a.m. Tickets (£5 inclusive) can be obtained from Shipmate John White, c/o R.N.A., Lake Road, Portsmouth.

September marks the 40th anniversary of the commissioning of the first eight of the 50 Lend-Lease ex-U.S.N. destroyers. Mr. A. J. Aspinall, 22 New Road, Pliffe, Rochester, Kent, ME3 7SL, telephone Medway 220854, would be interested to hear if a reunion is planned.

Ex-corvette members interested in a reunion please contact Mr. C. Stephens, ex-H.M.S. Orchis, "Orchis," Silver Street, South Cerney, Cirencester, Glos., GL5 5TS.

CALLING OLD SHIPMATES

Mr. E. J. Attfield, 33 Roundham Road, Paignton, Devon TR4 6DW who served in H.M.S. Kent on the China Station 1907, would like to hear from any old shipmates who attended a wireless course with him in H.M.S. Tamar, in order to help establish a Wireless branch. The instructor at the time was Capt. Waller, Royal Marines.

Mr. C. W. Inneale, 21 Cavendish Road, Eccles, Manchester M30 9JD would be pleased to hear from any old shipmates who served in the Royal Naval Air Service in H.M. ships Peel Castle and Cicala based at Immingham 1917-18.

Mr. A. H. Norris, 116 Chichester Road, Bognor Regis, Sussex PO21 5AA, former CPO cook, would like to contact members of Rooke class of cooks, 5H Mess R.N. Barracks, Portsmouth, May-June 1932, also cooks staff of H.M.S. Pembroke 1936-39 with view to organising a get-together.

Mr. Ron (Tubby) Giles, ex-leading stoker, 67 Leighwood Avenue, Leigh-on-Sea, Essex, asks if anyone recalls H.M.S. Burnham, the ex-U.S.; four-stacker which spent most of her Royal Navy life rolling from Derry to St John's in the early 1940s. Most of her crew finished up in H.M.S. Wells, another U.S. four-stacker.

Mr. H. H. Sherratt, 12 Brocklehurst

Avenue, Macclesfield, Cheshire SK10 2RY is anxious to contact any old shipmates of H.M.S. Flamingo 1949-50.

Mr. W. Lawson, 2 Raincliffe Crescent, Scarborough, N. Yorks YO12 5BY, former signaller R.N.V.R. and who served in H.M.S. Codrington during the Second World War would be delighted to hear from any former "Codbos" veterans.

Mr. Charles Adams, 31 Wharfedale Road, Lancaster, Lancs., telephone 61840, would like to hear from any of the crew of the Hunt-class destroyer H.M.S. Farndale 1942-44.

Mr. James McFall, former Gunner T, Flat 3, 22 Union Street, Papakura, New Zealand, would welcome news of any of the ship's company of H.M.S. Cardiff 1931-33 and H.M.S. Rochester 1935-39.

Mr. Leslie Eldridge: Will Leslie Eldridge (PJX 712263) please contact Mr. R. B. Clough, Box 1, Tanners Lane, Barking, Essex.

Mr. Les Newport, ex-acting Sgt. R.A.F.V.R., 18 Swinburne Road, Donnington Bridge Road, Oxford, OX4 4BG, who was attached to the Royal Navy 1940-41, would like to hear from any survivors of H.M. ships lost in the Far East who remember him from prison camps where he acted as a nurse.

Mr. Andy McShane, 321 Greasby Road, Greasby, Wirral, would appreciate news of any member of ML578 crew U.K./Algiers, 1941-43.

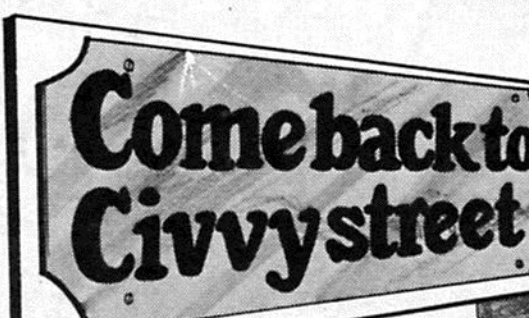
Mr. R. A. Bowyer, 12 Nottingham Court, St John's, Woking, Surrey GU21 1TH would be very pleased to hear from any survivors of H.M.S. Afridi which was sunk during the evacuation of troops from Namsos, May 3, 1940.

Mr. K. D. Palmer, 1A Moyes Villas, Station Road, Helston, Cornwall TR13 8TX former R02(T) in the Communications Branch, now working at R.N. air station Culdrose as a civilian T driver would like to hear from anyone who remembers him from the communications messdeck.

Mr. T. W. Townsend, 18 Dangan Road, Wansted, London E11 2RE, telephone 989-1825 has a photograph taken of the old port watch "maintop-

men" of H.M.S. Antrim 1912, and wonders if any of his old shipmates still remember him. Mr. Townsend is an honorary member of the R.N. Veterans, West Ham branch.

Mr. P. L. Green, 15 Acacia Grove, New Malden, Surrey KT3 3BJ has tried for three years to contact any crew members of the first motor launches (Fairmile Bs) 3rd Flotilla which left Devonport, April 1941, for Gibraltar. The MLs Nos 130, 132, 134, 126 and 168 were accompanied by the destroyers Kashmir and Jackal.



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OBITUARY

Shipmate G. Hall, Wallasey, March 2.

Shipmate S. George, Kidderminster, age 78.

Shipmate A. S. Grieve, Halesworth, March 24, age 76.

Shipmate R. T. (Dickie) Giles, president Horley branch, former member National Council, March.

Lieut R. Harvey RN (Retd), Torbay March 11, age 71.

Shipmate Jackie Dobson, Torbay, January 19, age 55.

Shipmate Charles Thomas, Leicester.

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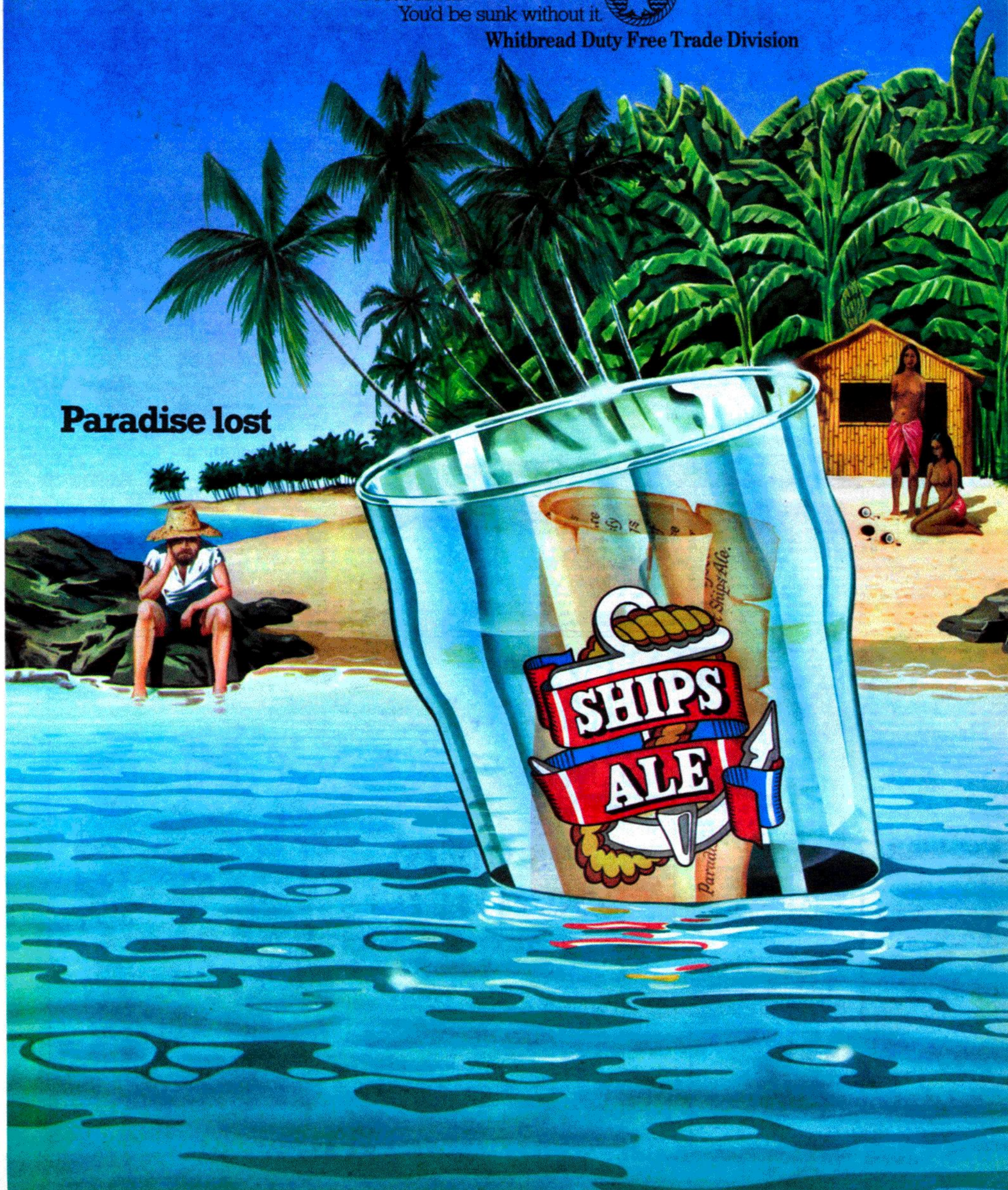
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Royal Britannia



Prince's Andrew's naval training has achieved two milestones in recent weeks. The Royal Marines awarded him a coveted Green Beret, and he passed out from Britannia Royal Naval College, Dartmouth, in the presence of the Queen and the Duke of Edinburgh.

The Queen, as Lord High Admiral of England, inspected Divisions at which nearly 600 men — and women — were on parade, including a Royal Guard and the College Royal Marines Band.

Our pictures show Prince Philip pausing

during the inspection to talk to Prince Andrew, and the Queen presenting the Queen's Sword to Sub-Lieut. Bob Mansergh.

The Prince was one of 306 to pass out from Dartmouth. The others included Full and Short Career, Instructor and Special Duties officers, and 16 WRNS officers.

The parade was prepared by FCPO Bruce Bushell and his staff headed by CPO Roy Dimond.

Prince Andrew now continues with his aircrew training before joining R.A.F. Lee-



ming at the end of this month for Bulldog flying. As Navy News was going to press the Prince was due to start survival training at Seaford Park, Gosport. Earlier training in the Portsmouth area had included a day in H.M.S. Vernon's "dunker," which simulates a helicopter "ditching" in the sea.

COMMANDO COURSE

Prince Andrew was awarded his Green Beret after completing a tough, intensive training course at the Commando Training Centre, Lympstone. The beret was awarded

by the Commandant-General Royal Marines, Lieut.-General John Richards, who said of the Prince: "He is strong and exceptionally fit but, what is more important, he has determination."

● Sub-Lieut. Mansergh, winner of the Queen's Sword, is the grandson of the late Admiral Sir Maurice Mansergh, who received the equivalent award, the King's Dirk, at Dartmouth in 1913. Sub-Lieut. Mansergh's father is Capt. Mike Mansergh, who is on the staff of the Naval Secretary, Ministry of Defence.

College Gaudy Day

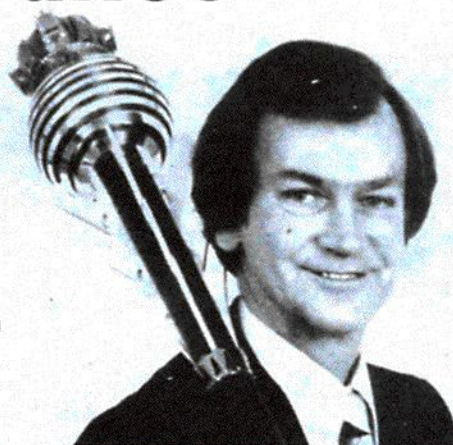
As part of the 75th anniversary of the Britannia Royal Naval College, Dartmouth, an officers' and lecturers' "Gaudy Day" is being held on Saturday, October 18. The programme will include a jubilee luncheon and sporting events. Any officer or lecturer who has served on the staff at the College and who would like to attend should write to: Lieut.-Cdr. D. B. Scott R.N., B.R.N.C. Dartmouth, Devon.

Collingwood makes a mace . . .

An instructor in H.M.S. Collingwood, Mr. Ted Stevens, made the magnificent mace which was presented to Collingwood's affiliated town of Stafford on March 31.

The mace cements a close link between Stafford and Collingwood, and is to be known as the Collingwood mace. It was presented to the town's mayor by the Captain of Collingwood, Capt. Peter Collinson, a year to the day after the Fareham establishment had received the freedom of Stafford.

Mr. Stephens (right), a former CPO, instructs mechanics in fitting and turning. His mace is nearly 4ft. long and weighs 19lb. It was designed in the graphics department of Collingwood, and incorporates the Staffordshire crown and knot, filed from solid brass and gold plated, and a Royal Navy crown made from gun metal.



. . . and marches through Fareham

Fareham's Saturday shoppers were treated to a display of naval pomp and ceremony when H.M.S. Collingwood exercised its right to parade through the borough with bayonets fixed, drums beating and colours flying.

H.M.S. Collingwood's links with Fareham go back to 1939, when wooden huts housed new entries to the Seaman Branch. The establishment was granted the freedom of Fareham on April 3, 1975.

The parade, led by the R.N. Volunteer Band and a colour party under the command of CPO David Price, consisted of 240 naval ratings and a platoon of 30 WRNS ratings.

The colour was carried by PO Phillip Hobson, escorted by LWEMs Ray Yates and Kevin Bonham-Lovett.

INSPECTION

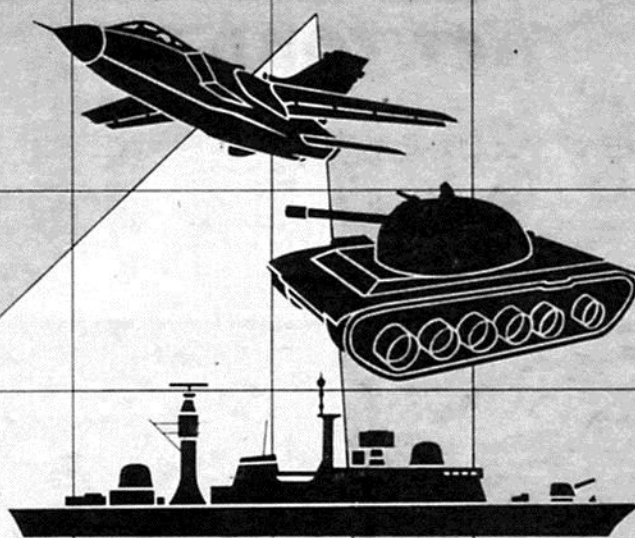
Fareham's Mayor, Cllr. Eric Barber, inspected the parade before it left Collingwood. As it marched through the town, the Mayor and the Captain of Collingwood, Capt. Peter Collinson, took the salute.

The band later gave a 15-minute performance in the centre of the town.

It was the first occasion since the freedom was granted that Collingwood has exercised its right to march through the borough.

Picture: LWren Phot Cath Kelly.





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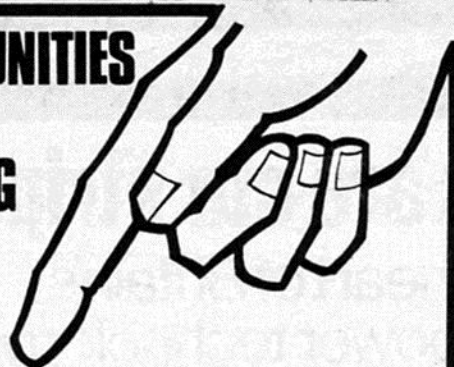
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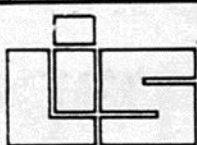
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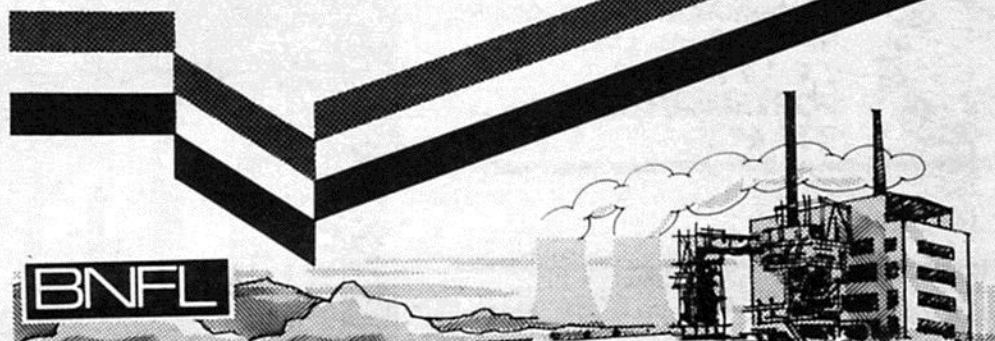
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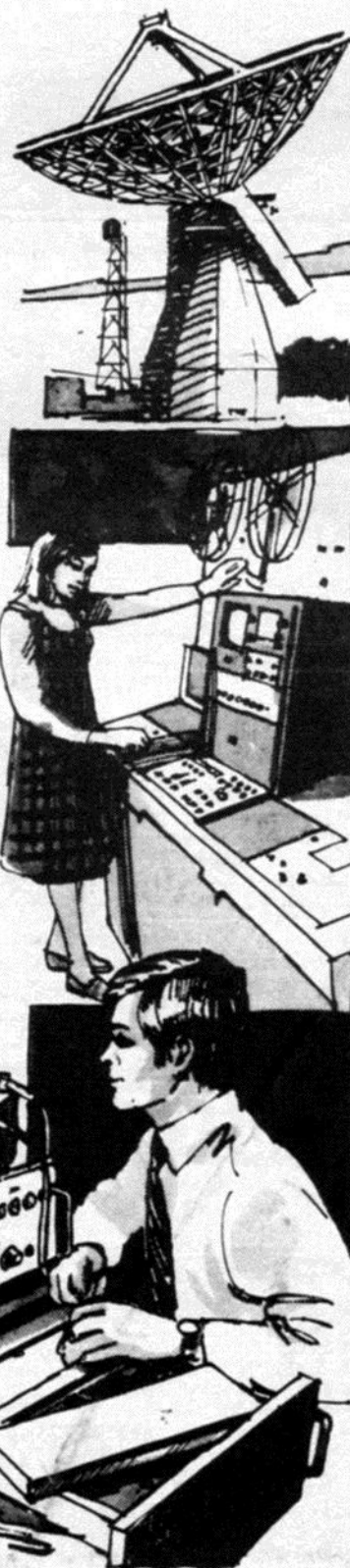
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SPORT

A tour de France — plus pastis!

A Navy rugby squad, containing eight capped players and three of the 1980 Colts team, undertook a memorable tour to France over the Easter weekend, largely through the good offices of 781 Squadron, who carried the main body to Bordeaux and back from Limoges, with a small auxiliary party making the trip by ferry and hired car, writes Mike Vernon.

In between bouts of chateaux - visiting, pastis - tasting and gourmet eating, laid on by their indefatigable hosts from the naval base of Hourtin, 50 miles from Bordeaux, whose townsfolk also contributed generously, the visitors found time to play rugby matches on Easter Saturday and Monday.

The first game, played against the sailors of Hourtin, augmented by a few players from first division club Begles, gave the Navy a convincing win by 29 points to six. Despite a makeshift front five, who nevertheless did extremely well and reacted with discipline and coolness to considerable provocation, it was soon clear that the Navy backs had the edge.

With the back row of Rob Thompson, Steve Hughes and Roger Tinson improving as the game progressed, the Navy forged steadily ahead. Alan Jones, the skipper, made some searing breaks and Gerry Price struck up a good understanding with John Burden and showed great promise in his first outing in a senior jersey.

BRILLIANT

The Navy started off with a slick orthodox try from Trevor Newson and a brilliant individual one from Jones, which Geoff Fabian, joining the squad from H.M.S. Minerva in Bayonne, converted. Fabian, clearly determined to drop a goal, eventually did so from 35 metres out and a wide angle, after Hourtin had looked briefly dangerous with a try under the posts.

Dave Forgham added a further try after a forward drive and the Navy turned round 17-6 to the good. Newson, Thompson and Tinson converted Navy pressure into further tries in the second half, which was marred near the end by Charlie Hughes sustaining a badly torn ear.

This necessitated a 48 hour stay in a hospital which appeared to lack nothing in the way of comforts.

FESTIVAL

Moving on to Terrasson for their annual Easter rugby festival, the Navy's selection was inhibited by the non-availability of Fabian and Hughes, and injuries to Jim Patrick and Chris Bryning. Bill Mattocks came in for his first full game at centre, with Hugh Dinsdale - Young at full back and Easton Dwyer in the unfamiliar role of winger.

The half backs and back row remained the same, as did the second, consisting of Paul Cooper and Gary Cuthell with Mark Sheldon, the Colts flanker, hooking, propped by Dave Forgham and Roger Gibb.

TOO STRONG

Terrasson, enjoying a good season, proved too strong on a rock hard pitch with a crumbling surface and ran out winners by 27 points to 13, but not before both sides had given a capacity crowd a thoroughly entertaining climax to their afternoon.

The game was played in excellent spirit and Alan Jones, looking a high - class performer on top of the ground, scored both Navy tries and kicked a penalty goal, and Roger Tinson converted the second try.

RUGBY

U.S. Portsmouth, who entered a team for the Sussex 7s at Angmering on April 26, ended their season at Burnaby Road with a spirited performance against John Player finalists London Irish, losing 39-9, and a fairly easy ride against visiting Club Sudamericano of Washington.

AMERICAN TOUR

Last event in the Services rugby calendar, and for me not a moment too soon, is the Combined Services tour to U.S.A., due to take place in the last ten days of May. Warm-up matches were being played against Public Schools Wanderers on April 29 and British Police on April 30 and the tour comprises a match against the Eastern Eagles in New York, three matches against opponents from California, Texas and New England in the Boston tournament, and a final match in Washington against Potomac Rugby Union.

Navy players selected for the tour are Alan Jones, Chris Bryning, John Ackerman, Steve and Charlie Hughes, Trevor Newson and Rob Thompson, though Alan and Charlie must be considered doubtful because of injuries.

Courts reopened

H.M.S. Vernon's new squash courts were opened by a match between the establishment's former captain and commander, Capt. Mike O'Kelly, now retired, and Cdr. Tom Mason, during whose appointments it was decided to build the courts. Cdr. Mason won the match.

Water polo squad proves a point

The Royal Navy had something to prove at this year's Willie Mellors International Tournament held in H.M.S. Caledonia. Last year the Navy narrowly won the event, and the players were determined to leave no doubt that they were worthy champions.

And they did it in style, with fine wins over very good sides from Ulster, Scotland and the Army.

First match was against the strongest Ulster side for years. The Navy's pressure tactics produced two early goals to set up an exciting end to end game. Tiny Marshall was in magnificent form in the Navy goal and surely rates the Great Britain selectors' attention.

Final score was R.N. 9, Ulster 4. Scotland, the next opponents, had brought along a well drilled and disciplined

side. But Navy teamwork really came to the fore during the first two quarters and they started the third with a 6-4 advantage.

Scotland were inspired in this third quarter and ended it leading by seven goals to six. The last quarter was tremendously exciting for Navy supporters, with play switching from one end to the other before the Navy clinched the match 8-7.

Final match for the Navy was against the "old enemy", the Army, who had brought players back from Germany so they could put out their best team.

The clinical way in which the Navy built

up their attacks — and finished them — produced a 6-2 win for the Senior Service and again reflected great credit on the Navy's teamwork. Throughout the tournament they showed sharpness and team spirit that was a joy to watch.

Ulster were second with two wins out of three, Scotland won once, and the Army picked up the wooden spoon.

Outstanding for the Navy were G.B. and Welsh international Mid. Dave Edwards (Birmingham University) and team captain Cpl Keith Sturgess (3 Brigade Air Squadron R.M.) in attack; WEA3 Andy Bladon (H.M.S. Collingwood) and LPT Mick Flaherty (H.M.S. Eskimo); and POAF Tiny Marshall (H.M.S. Heron), CPO Nigel Folley (DNPTS) and Lieut. Ken Ridley (H.M.S. Fisgard) in defence.



Classic action

Navy Colts give a classic demonstration of line-out technique during their game against the Army at Aldershot. Catching the ball is lock forward MNE Gary Cuthell, of the Navy, Combined Services and England. Throwing in (No. 2) is AB Rod Joy, the Navy captain, also of Combined Services and England. Both men were capped by England against France at Nottingham at the end of last month, and MEM Gerry Price was selected as a substitute.

Picture: LA(Phot) Burch.

Colts promise much

Navy Colts rugby results over recent sessions augur well for the future of Navy rugby — and this winter's successes include the capping of three naval players for England Colts.

Seven Navy players represented Combined Services against the North of England in one of three England area trials. As a result of this and the final national Colts trials, AB Rod Joy (H.M.S. Conqueror), MNE Gary Cuthell (42 Commando) and MEM Gerry Price (H.M.S. Collingwood) were capped by England against Wales Youth.

The Navy Colts opened their bid to retain the Inter-Service championship with the game against the

Army. The venture was changed from Twickenham to the Military Stadium, Aldershot, but despite the Army's home advantage, the Navy ran out comfortable winners by 21 points to three to retain the Stewart Wrightson Trophy.

Two weeks later the Navy were back at Twickenham to play the R.A.F., who had beaten the Army 12-0. The championship hinged on the result of this game and the Navy, with four first team players missing — three on international duties — fought a hard, keen contest. Twice the Navy took the lead before giving way to continual Air Force pressure and going down 10-14.

Referees' course

The RNFA Referees' Society is holding a course in H.M.S. Neptune from June 11 to 15 for anyone wishing to qualify as a Class 3 soccer referee. The course is included in DCI(RN) 92/80 Series 237. Applications should be made to WO2 L. C. Huff, R.M., Room 407, Archway Block South, Old Admiralty Building, Whitehall (01-218 3576) or to recreation officers.

PENALTY PAID FOR POOR PUTTING

Navy golf got off to its usual unsuccessful start on March 30 at Yeovil with a hammering by Dorset to the tune of 11½ matches to 3½, writes John Weekes.

Not that the Navy golfers played badly, but they were let down by their putting after some strong play through the green. Dorset also performed well, certainly much better than last year, and they chipped and putted cleverly under difficult conditions caused by the recent heavy rains.

The morning foursomes all went to Dorset except for Lieut. Jim Grieve (Cambridge) and LRO Nobby Stiles (Ambuscade) who managed a fighting half. Jim also halved his afternoon singles and it

GOLF

is a sad loss to Navy golf that he is retiring from the Service next month. He will be greatly missed by his many golfing friends.

Two Navy victories were recorded in the singles. The top match saw Lieut. Malcolm Edmunds back in his old winning ways and despatching Dorset's top golfer by a margin of 2 and 1. Even Malcolm three putted on

occasions but his driving was excellent and his tee shot to within a foot of the pin on the 232-yard 15th was just what was needed as the pressure came on.

In the last game of the singles, Lieut. Roger Hockey (Collingwood) meandered around Yeovil, avoided three putting, drove straight and also won by 2 and 1.

Sadly, the good start and finish was not emulated by those in the middle where the only score apart from Jim Grieve was a half achieved by Lieut.-Cdr. Brian Grant (RNH Plymouth).

In case any serving single figure golfer has missed the recent DCI

announcement, the RN Open golf championship and Inter-Command Stroke Play is being held at Rochester and Cobham Golf Club on June 18-20. Entries should be through your Command Golf Secretaries or direct to me — Lieut.-Cdr. Weekes, ASWE (Rm 667, Bl. 5B, ND11), Portsmouth, Hants PO6 4AA — and must be in by May 23.

Cdr. Lewis Thomas was a popular and greatly respected Captain of Navy Golf and the Royal Navy Golfing Society from 1972 to 1976. It is with much regret that I have to tell you that he was killed in a car accident on Tuesday, March 18.

FLEET SPORT

Now it's summer soccer!

Summer soccer is the name of the game for H.M.S. Active and H.M.Y. Britannia! Because of the ship's programme, they cannot meet for their Midi-Ships Cup final until June 24.

The Active reached that final with a 3-0 win over H.M.S. Aurora, the goals scored by skipper CPO Dave Jones, POCA Jack Milburn and SEA Jan Gulliford. It was a tremendous match, with Aurora, spurred on by Navy player LPT Richard Reed, counter - attacking to the end.

The Royal Yacht earned their place in the final with a 4-3 win over H.M.S. Renown.

The Renown, in fact, was appearing in two Fleet finals as Navy News was going to press, the Midi-Ship rugby and hockey.

They were beaten 14-6 by H.M.S. Sheffield in the rugby final, and were due to meet H.M.S. Antelope in the hockey final.

H.M.S. Bulwark were contesting both the Maxi-Ship soccer and hockey finals, against H.M.S. Intrepid and H.M.S. Norfolk respectively, while H.M.S. London had already clinched the Maxi rugby championship, beating H.M.S. Bristol 29-7.

FESTIVALS

Results of last month's Fleet festivals at Portsmouth and Plymouth were:

Portsmouth — soccer, H.M.S. Invincible 2, H.M.S. Antrim 0; rugby, H.M.S. Bulwark 16, H.M.S. Sheffield 10; hockey, H.M.S. Bulwark 1, H.M.S. Coventry 0.
Plymouth — soccer, H.M.S. Amazon 1, H.M.S. Cleopatra 0; rugby, H.M.S. Ambuscade 10, H.M.S. Brighton 0; hockey, H.M.S. Broadsword 2, H.M.S. Naiad 0.

Capital, London

H.M.S. London beat H.M.S. Bristol by 29 points to seven to win the final of the Maxi Ships rugby competition at Portland on April 12.

The London's success on the rugby field follows a double triumph by the guided missile destroyer's soccer team, which won the U.S. Football League Division III and Junior Challenge Cup trophies.

Scorers for the London were PO Mark Sinclair, AB Smudge Smith, LRO Tony Bowers, LWEM Tug Wilson and STD Scouse Parry.

The London reached the final by disposing of H.M.S. Intrepid 28-0 and H.M.S. Hermes 17-8. The Bristol beat H.M.S. Antrim and the 1978 and 1979 champions, H.M.S. Blake.

● H.M.S. Bristol did have some success at the final — supporters from the ship won the best banner competition!

All together now . . .

Taking the strain are the Portsmouth veteran composite team, rowing as R.N. III in the Tideway Head of the River race.



CHAMPIONS, WITH TIME TO SPARE

A penalty flick perfectly executed by Lieut. Julian Baxter RM (Eastney) four minutes from time against the R.A.F. secured the Inter-Service title for the Navy for the first time since 1972. The Navy's triumph was founded on tremendous team spirit and superior organisation at set pieces.

On the first day Navy recovered from a two-goal deficit against the Army to storm through to an exciting 4-2 victory. A succession of corners resulting from concerted pressure enabled the Army to score two goals midway through the first half, but on the stroke of half-time Mid. Alan Lamb (BRNC) scored from a penalty corner with a powerful shot which burst the goal netting.

Greatly encouraged by this, the Navy took charge early in the second half and further goals were

HOCKEY

added by Baxter (penalty flick), Lamb (penalty corner) and by POPT Jim "Mainmast" Drury (H.M.S. Collingwood), who timed his run perfectly to deflect Lamb's free hit into goal.

Late in the game another period of sustained Army pressure was frustrated by the superb goalkeeping of LCEM Jock

Ledicott (H.M.S. Collingwood). Relief came finally when he made a magnificent diving save from a penalty flick.

Following the R.A.F.'s 2-1 victory over the Army, the stage was set for a Navy v. R.A.F. final.

During the second half the R.A.F.'s lively and skilful forwards were prominent, but once again Ledicott was in brilliant form in the Navy goal. Finally Welsh international Lieut. Robin Martin R.M. (Stonehouse) broke the deadlock when he engineered a penalty corner with four minutes left.

Lamb's powerful shot was stopped by an R.A.F. boot and Baxter expertly put away the resulting penalty flick.

Outstanding for the Navy were Ledicott, Lamb, Lieut. Roger Evans (H.M.S. Pembroke) for his positive captaincy and fine defensive work, and CPOPT John May (H.M.S. Warrior) and Martin who dictated pace and flow in midfield.

NEW CAPS

The remainder of the winning squad were Mid. Nigel Allfrey (City University), one of five new "caps" in the team, REA Richard McDermott (H.M.S. Collingwood), Lieut. Ian Tibbitt (H.M.S. Heron), Lieut. Nick Batho (H.M.S. Sheffield), MEA App Ian Anderson (H.M.S. Caledonia), Lieut. Brian Lupton (BRNC), Sub-Lieut. Gordon Lester (H.M.S. Dryad), and App Richard Newport (H.M.S. Collingwood).

Each played an important part and their reward is a place for the first time in the final stages of next season's County Championship.

The Navy season began with only four members of last season's team remaining. Early matches were lost against top opposition from the London League and Oxford and Cambridge Universities, while the new and predominantly young Navy side settled and responded to the tactics and organisation introduced by team coach FCPOPT Harry Pimblett (H.M.S. Nelson).

At last the break-through arrived on March 2 in Manchester with a 2-1 victory over Brooklands, the hitherto unbeaten Northern club champions.

H.M.S. Achilles — the only ship in the event — did extremely well to reach the final of the Royal Navy's inter-unit team fencing plate competition held in H.M.S. Temeraire.

In the final, however, the ship's team had to bow to the slightly superior strength of the BRNC Dartmouth team of Lieut.-Cdr. Edwards, Mid. Lindsey and Mid. Johnson-Burt.

In the main knock-out competi-

BOXING

Marsh row: No Moscow

Marine Terry Marsh, the brilliant Royal Navy, Combined Services and British A.B.A. welterweight champion, has returned to his unit, 41 Commando, to resume normal duties. His decision to do so means he will not be meeting former champion Joey Frost in a "showdown" ordered by the national selectors to decide who will fill the welterweight billet — if any — at the Moscow Olympics.

As things stand, no welterweight will be going because there is only enough money in the kitty to send six boxers. However, the selectors are understood to be pressing for the inclusion of a welterweight.

But Marsh was told that he would have to box off against Frost, who he beat brilliantly in the England A.B.A. semi-finals at Gloucester in April.

BAFFLED NAVY

Navy officials feel the young Marine has done more than enough to earn automatic selection, and are baffled as to why he should have to box again against a man he beat very convincingly only a few weeks ago.

Mr. Len Mills, A.B.A. secretary and G.B. secretary during Olympic year, told Navy News:

"The selectors realise Marsh is a brilliant boxer, but brilliant boxers can get walked over in a tournament as demanding as the Olympics."

"The selectors are looking for international experience, strength and fitness. Frost's international record is formidable, even against Iron Curtain countries."

"Many would have selected him ahead of Marsh, but we felt it would cause an outcry not to give Marsh another chance."

Marsh's decision to return to active duty with the Royal Marines effectively ends the selectors' indecision by making himself unavailable for Moscow.

His triumph over Eddie Byrne at Wembley on May 2 brought him his second national title, and his third consecutive appearance in the A.B.A. finals. Amazingly, all three appearances have been at different weights. In 1978 he won the lightweight crown, and lost at light-welterweight 12 months later.

Oarsmen out for medals

Navy oarsmen have continued their training and competitive preparations for the Joint Services regatta scheduled for May 11.

In the Tideway Head of the River Race, RNEC Manadon rowing as RN I improved from a start position of 252 to 217, H.M.S. Heron, as RN II, fell back from 254 to 350, while the Portsmouth Veteran composite as RN III showed steady form to finish at 362. Four hundred and twenty crews competed.

At the R.N. & R.M. A.R.A. spring regatta at Horsea, keen racing in a force eight gale saw prizes evenly distributed amongst crews from H.M.S. Fisguard and Heron, Portsmouth and Plymouth Commands in the novice, beginners, open and veteran IVs respectively.

Rear-Admiral Willis (Chairman of Navy Rowing) received first prize as the day's most distinguished loser in the latter event.

Heron in cup tie

H.M.S. Heron, the Navy soccer champions, were due to play the first of their Naafi Jubilee Cup matches as Navy News was going to press. This was against the Training Regiment, Royal Engineers, on April 30, at Blackwater. Heron's second match in the Inter-Service unit championship was against R.A.F. Brize Norton at Yeovilton on May 7.

Wanted: One 'quickie' — apply Navy

After winning the Inter-Services cricket title so convincingly last year, Capt. Rob Fulton and his team will be looking for a second successive championship, writes Derek Oakley.

All of last year's side are available, with the exception of Sub-Lieut. Peter Gordon of the Jamaican Navy, who spearheaded the attack.

Northern Ireland duties may interfere with Lieut. Peter Bowden's early season games, and he is still looking for a partner to share the new ball.

Some of the older stalwarts, Cdr. Roger Moylan-Jones — winner of the 1979 NATO trophy — Lieut. Mike Robinson and CPO John Michels are all nearer 40 than 30, while most of last season's team are around the 30 mark, so there is plenty of scope for the promising youngsters.

Wicket-keeper batsman Lieut. Roger Evans is shortly joining a ship and his availability is in doubt. He had the unusual distinction of being in the winning Inter-Services cricket and hockey teams in the same season, and won both titles at Vine Lane, Uxbridge. Sub-Lieut. Tony Izzard should be available for all matches but his fellow opening batsman Surg-Lieut. Paul Cooper, may have difficulty in time off from his studies.

MIDDLE ORDER

The middle order batting is once again wide open. Lieut.-Cdr. Tony Ellis, MEA Bruce Franklin, MEA Mike Izzard and Lieut. Peter Fogden will have to look to their laurels and their fielding to fill probably only two places, while all-rounders LWTR Andy Collier,

CRICKET

NA Paul Barsby and MT3 Babu Tailor will be striving for a lower order batting place.

A newcomer this season to Navy cricket will be pace bowler Lieut. David Wells, whose aviation duties should allow him time for plenty of practice. He showed great promise on a wet pitch at Chatham during the Inter-Command last year, and now needs some hard wickets to prove his worth. He is reported to be a classic batsman as well.

Not only will there be more R.N. fixtures at Portsmouth this year, including a new one against a Middlesex XI, but the Combined Services will be playing Oxford University there from June 25 to 27. In addition the Navy will be hosting the Inter-Services matches from August 11 to 13 at Portsmouth. At Chatham, the Navy will once again take on Kent II in two one-day games on August 4 and 5, while Mount Wise will welcome Devon on Sunday, July 6.

US Portsmouth celebrate 100 years of cricket being played at Burnaby Road with a cricket week from June 8 to 15. Opposition will include the Isle of Wight CA (the first ever opponents), Aldershot Services, an Old Hampshire XI, the Inter-Command Festival, and matches between the FO Portsmouth and Lord Mayor's XIs and C-in-C Naval Home Command and 2nd Sea Lord's XIs.

PORTSMOUTH IN COMMAND

Soccer headlines as the Navy's season was coming to an end included Portsmouth winning the Inter-Command tournament and Navy players scoring all the Combined Services' goals on their two-match visit to Gibraltar, writes Jack Sheppard.

SOCCER

Foul weather dogged the Inter-Command tournament at R.N. air station Yeovilton on April 1 and 2 and the first semi-final, between Naval Air Command and Portsmouth, was played in non-stop rain.

A skilful match in the circumstances was a credit to both teams, on paper the strongest in the competition. Almost every player on the field was a past or present Navy cap.

A well balanced game was controlled by two solid defences, with Portsmouth frequently catching the nippy Air forwards offside. In the end it was a goal by LPT Vic Jones (H.M.S. Dolphin) that gave Portsmouth a 1-0 victory.

The weather was even worse for the other semi-final, between Plymouth and the Royal Marines, and veteran Royal Marines goalkeeper Marine Bob Fardoe, played a decisive part in the result. He saved a penalty to see the scores tied at 2-2 at full time after Plymouth had appeared to have the game won. In extra time the Marines surged forward and MNE Ditchfield scored a hat-trick to make the final score 5-2 to the Royals.

The final was a fairly even affair with David Lancaster scoring

Portsmouth's first goal direct from a corner kick. MNE Ditchfield pulled it back for the Royals, but Vic Jones popped in the Portsmouth winner in the closing minutes.

For the annual Combined Services fixture against the Football Association at Aldershot, the Navy provided Bugler John O'Connell (R. M. Eastney), POPT Alan Carlisle, LPT Richard Reed (H.M.S. Aurora) and WEM(O) Ian Rogers (H.M.S. Centurion), with POPT Mick Patterson and POPT John Gwynn (H.M.S. Osprey) on the substitutes' bench.

IMPRESSIVE

This was Rogers's first CS cap, and he made an impressive debut. Carlisle marshalled a defence in which Army goalkeeper Dave Smith was outstanding, and the Army's John Woodward and George Torrance scored the goals that gave Combined Services their first victory in this fixture.

Richard Reed scored both goals in the Combined Services 2-2 draw against the Gibraltar F.A., and John Gwynn came on as a late substitute to score in the 1-2 defeat against the same side two days' later.

FENCING

tion, H.M.S. Osprey dominated one half of the draw, while RNEC Manadon made good progress in their section.

ACHILLES EN GARDE!

Lindisfarne's saddest 36 hours

The saddest 36 hours in the log of H.M.S. Lindisfarne came with the Aleksander L. Kiehlund disaster in the North Sea, in which more than 100 men died.

The fishery protection vessel was the first warship on the scene after the capsizing of the Norwegian accommodation rig on the night of March 27. To get there she had steamed 180 miles at full speed across the Ekofisk oilfield.

From 0700 on March 28 she was with the

little fleet of oil rig craft and fishing vessels, directed in their gruelling search by an R.A.F. Nimrod and later by the Dutch frigate H.Ni.M.S. Overijssel.

H.M.S. Lindisfarne's main contribution that day was the transfer of bodies from search vessels to the main oil rig.

Using her 85 h.p. sea boat, the ship had the unhappy task of transferring 18 bodies in seven hours — a difficult operation carried out in the heavy swell by two boat crews

comprising: LS Brian Cairnes and AB "Brig" Young (cox'ns), AB George Campbell, AB Peter Mains, RO Ian O'Halloran, RO Dougie Ramsay and MEM Jock Barron.

That night the Lindisfarne took charge of a search to the north-west of the rig. But during that sweep and throughout the next day she recovered nothing more than empty lifejackets, liferafts and personal effects. The search was called off at 1800 on March 29.

819 Naval Air Squadron, based at Prestwick, was also involved in the tragedy.

Two Sea King helicopters were detached to R.A.F. Leuchars and spent 19½ hours in the air around the overturned rig.

Since the disaster 819 Squadron has undertaken two more long-distance rescues. On April 8 a Sea King flew a round trip of 310 miles to take two seriously injured seamen off a Norwegian stern trawler west of the Outer Hebrides, and on April 14, a 230-mile flight was made to evacuate an 82-year-old man seriously ill on the Isle of Coll.

Reserves man nine ships

R.N.R. JOINS NATO EXERCISE

Hundreds of Royal Naval Reserve volunteers were at sea this spring in the biggest R.N.R. exercise for several years. They were taking part in NATO exercises and national MCM training in the Eastern Atlantic.

Pay

(Continued from page 1)

The basis of flying pay has been changed, with introduction of a new two-tier structure. Broadly, the relationship with rank or rate held has been reduced and more emphasis placed on flying experience. Flying pay has also been generally increased.

Separation allowance is increased from 85p to £1.05 a day (U.K. and N.W. Europe) and from £1 to £1.40 a day (outside N.W. Europe or at sea). Periods of ten days or more continuous separation may now be aggregated to make up the 30-day qualifying period.

Hard-lying money goes to 50p a day, and payment for work under unpleasant conditions to 25p a day. Experimental pay is doubled to 70p per test.

FOOD CHARGES

Charge increases include a new daily rate for food of £1.33 (from £1.20). Accommodation charges, assessed on a different formula, show a range of small increases between 1p and 10p a day for married accommodation, and between 2p and 6p for single.

The AFPRB says it examined carefully a MOD proposal for an increase in the relative value of the X factor, but did not consider it appropriate to recommend an increase.

There were also proposals that the value of committal pay and length of service increments be increased. The AFPRB said it was not convinced that the proposed changes to committal incentives (for the Navy involving changes in the value of scales and the introduction of lump sum payments at key points) were a satisfactory way to achieve improved retention.

There is, however, to be a "thorough review" of the general approach to provision of retention incentives. Meanwhile, rates of length of service pay have been increased by 50 per cent.

The Reservists, drawn from all 11 R.N.R. divisions round the British coast, were commanding and manning nine of the 11 ships of the 10th MCM Squadron.

Led by Cdr. Derek Ancona, R.N., in the command and support ship H.M.S. Abdiel, the ships joined up in the South Western Approaches on April 20 and sailed for Lisbon. The squadron then took part in the NATO exercise Open Gate.

Change-over

R.N.R. crews were changed at Lisbon after the first fortnight with fresh personnel flown out by the R.A.F. The squadron then sailed for Gibraltar for work-up training in adjacent areas before passage back to Lisbon and return to Britain in mid-May.

In addition to the Abdiel and R.F.A. Grey Rover, the R.N.R. ships taking part were H.M. ships Crofton (Mersey Division), Upton (Ulster and Tay), Kellington (Sussex), Hodgson (Clyde and Ulster), Alfriston (Solent), Glasserton (London), Venturer (Severn), St. David (South Wales) and Brereton (Tyne and Forth).

Readiness

Open Gate was designed to test and demonstrate the readiness and effectiveness of NATO forces and headquarters concerned in defending the sea approaches to the Straits of Gibraltar.

Land, sea and air forces were provided by Canada, West Germany, Italy, the Netherlands, Portugal and the U.S.A. as well as Britain.

Also taking part were the six ships of the Standing Naval Force Atlantic under the command of Commodore D. G. Armytage,

flying his pennant in H.M.S. Juno. Other Royal Navy participants included H.M. ships Minerva, Bacchante and Birmingham.

Dawn Patrol

British forces taking part in the major NATO exercise Dawn Patrol in the Mediterranean in early May include the Commando carrier H.M.S. Bulwark, with 45 Commando Group R.M. embarked, the destroyer H.M.S. Bristol, and the frigates H.M. ships Sirius, Tartar and Juno.

In all, forces from nine nations were participating in the sea, land and air exercise in the Central and Eastern Mediterranean area from May 5-17.

Amphibious operations on Sardinia were forming part of the exercise, in which the nine nations taking part are Canada, Denmark, France, Germany, the Netherlands, Italy, Turkey, the United Kingdom and the United States.

The ceremony was carried out for the Admiralty Board by Admiral of the Fleet Lord Hill-Norton, former First Sea Lord, who had commanded the famous ship.

After formal hand-over of the anchor, some of the carrier's former commanding officers attended a dinner given by the

H.M.S. Minerva became the first Royal Navy warship to visit the holiday island of Ibiza for nine years. But it was a short-lived stay — she was soon back at sea relieving H.M.S. Phoebe in keeping an eye on a Russian task group.

The Soviet ships included the aircraft carrier Kiev, two Kresta IIs, a Krivak and an oil tanker.

Earlier, as she headed through the Bay of Biscay towards Mediterranean deployment, the Minerva recovered a 20-man empty liferaft, which she handed to the French naval authorities in Bayonne.

During the excellent Bayonne visit, preceded by a five-mile trip up river, there was the Fetes de Jambon Bayonne (the local ham festival) and a distillery run.

BIARRITZ

Matches were played by the ship's football and volleyball teams against the local parachute regiment, who proved too strong. The nearby resort of Biarritz was popular with some members of the ship's company.

London is back

H.M.S. London was rededicated at a ceremony at Portsmouth on April 25, with Princess Alice, Duchess of Gloucester, as principal guest.

The Lord Mayor of London, also attended the ceremony, which followed the guided missile destroyer's refit lasting about a year.

And H.M.S. Torquay, which first commissioned nearly a quarter of a century ago, rejoins the Fleet after a seven-month refit at Wallsend.

Following sea trials, she is due to be rededicated on June 6.



H.M.S. Lindisfarne ... she had an unhappy task in the aftermath of the Aleksander Kiehlund disaster.

Return to Ibiza ...

13 lifted from sinking coaster

A Royal Navy helicopter crewman was winched on to the listing deck of a sinking ship during an operation to rescue the vessel's 13 seamen.

POACMN Steve McNaughton was a member of the crew of a Wessex 5 Search and Rescue helicopter from H.M.S. Daedalus when it was called out to aid the 3,260-ton Norwegian coaster Germa Geisha.

The ship's cargo of grain had shifted and it was listing badly in a Force 8 gale and heavy seas nine miles south of the Isle of Wight.

The Wessex, piloted by Lieut. Bill Sample, hovered above the coaster while PO McNaughton was winched down by LACMN Pete Teasdale. In the hazardous operation, during which PO McNaughton had to balance on the tilting, pitching deck, 12 crewmen were winched to safety without injury. The master chose to remain on board.

CLIFF FALL

Two hours later, while the helicopter was refuelling at Daedalus, the ship's list worsened dramatically. Refuelling was cut short and the Wessex was scrambled to save the master, who was airlifted to Lee-on-Solent before the ship sank.

PO McNaughton was also involved in the rescue of trippers who had fallen from cliffs near Lulworth Cove on April 20.

A Wessex 5 from Daedalus, piloted by Lieut. Fergus Woods, with PO McNaughton and ACMN "Ken" Kendall as crewmen, landed at the foot of the cliffs on the Isle of Purbeck to retrieve a young man who had fallen 300ft. from the cliff-top. He died later in hospital.

Four others in his party — two men and two women — had managed to stop their fall on a ledge. The helicopter winched the women to safety and the Coastguard rescued the men.

Prince to open refit complex

Cdr. the Prince of Wales officially opens the £60 million submarine refit complex in No. 5 basin at Devonport dockyard on May 23.

He will be following in the footsteps of his great grandfather, King George V, who as Prince of Wales opened No. 5 basin in 1907. To many people in the yard it is still known as Prince of Wales basin.

The new submarine refit complex, one of the most advanced in the world, has two docks and a test berth fully equipped to refit all classes of submarine.

Between the docks is a centre block which has four floors below ground level and eight storeys above, topped by a massive cantilever crane.

Prince Charles will arrive at Devonport after visiting the R.N. Engineering College Manadon, where he will attend Divisions and present the Queen's Sword in centenary year.

PLYMOUTH GETS ARK'S ANCHOR

A massive bow anchor from the Ark Royal was unveiled in Plymouth's Armada Way area on Thursday, April 24 to commemorate the close ties between city and ship over a quarter of a century, and the continuing close relationship between Plymouth and the Navy.

The ceremony was carried out for the Admiralty Board by Admiral of the Fleet Lord Hill-Norton, former First Sea Lord, who had commanded the famous ship.

After formal hand-over of the anchor, some of the carrier's former commanding officers attended a dinner given by the

Lord Mayor (Councillor Graham Jinks) to mark the "commissioning" of an Ark Royal Room at the Council House.

Presentation of the anchor follows the announcement that the Ark is to go for scrap after a thorough examination of the various schemes put forward for her preservation.

Another piece of nautical "history" from Plymouth: The Devonport Aggie Weston's (Royal Sailors Rest) is closing its catering and accommodation facilities. Continuing losses and a changing pattern of needs have been reported.